Calgary

Beltline

Area Redevelopment Plan: Part 1

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Structure of the Beltline Area Redevelopment Plan

The Beltline Area Redevelopment Plan (ARP) is divided into two parts: Part 1 applies to the west portion of the Beltline. Part 2 provides specific policy for East Beltline and the culture and entertainment district envisioned for the area (refer to Map 2: Location of East Beltline). The policies in the Centre City Guidebook apply only to Part 2 of this document.

Preface

Background

The Beltline Community was formed by the amalgamation of the previous communities of Connaught and Victoria Park. It is bounded by the Canadian Pacific Railway tracks to the north, 17 Avenue to the south, the Elbow River to the east and 14 Street to the west (see Map 1).

As recommended by The Blueprint for the Beltline (approved by the Council in June 2003), the Beltline Area Redevelopment Plan (ARP) is to replace the three existing planning policy documents that apply in the Beltline:

- Victoria Park East Area Redevelopment Plan
- Connaught/West Victoria Area Redevelopment Plan
- Core Area Policy Brief

The Beltline ARP proposes a comprehensive set of policies and implementation instruments. The Plan covers the main planning issues in the Beltline, including land use, density, historical and character places, public spaces, cultural resources, building design, transportation and social and community development. It is intended to guide the formulation of detailed land use regulations, design guidelines and the decision-making process for development applications in the Beltline

Interpretation of policy area boundaries

Map boundaries separating land uses, densities or other variables are intended to be conceptual only.

Interpretation of specific versus general language

The Plan uses language that is both general and specific in nature. Where general direction is given, flexibility should be used in the interpretation of the Plan. Where specific language is used, it is meant to give clear and unambiguous direction to both the Development Authority and the development industry.

The Centre City family of plans

The Beltline ARP is a member of the Centre City family of plans that cover the entire downtown and Beltline areas. Other plans that have applicability to the Beltline include:

- The Centre City Plan: an action oriented strategic plan
- Made in Midtown: Calgary Vision 2100: an inspirational and ideas-based 100-year urban design strategy

These plans are non-statutory in nature but do contain ideas, actions and projects that relate to the Beltline community.

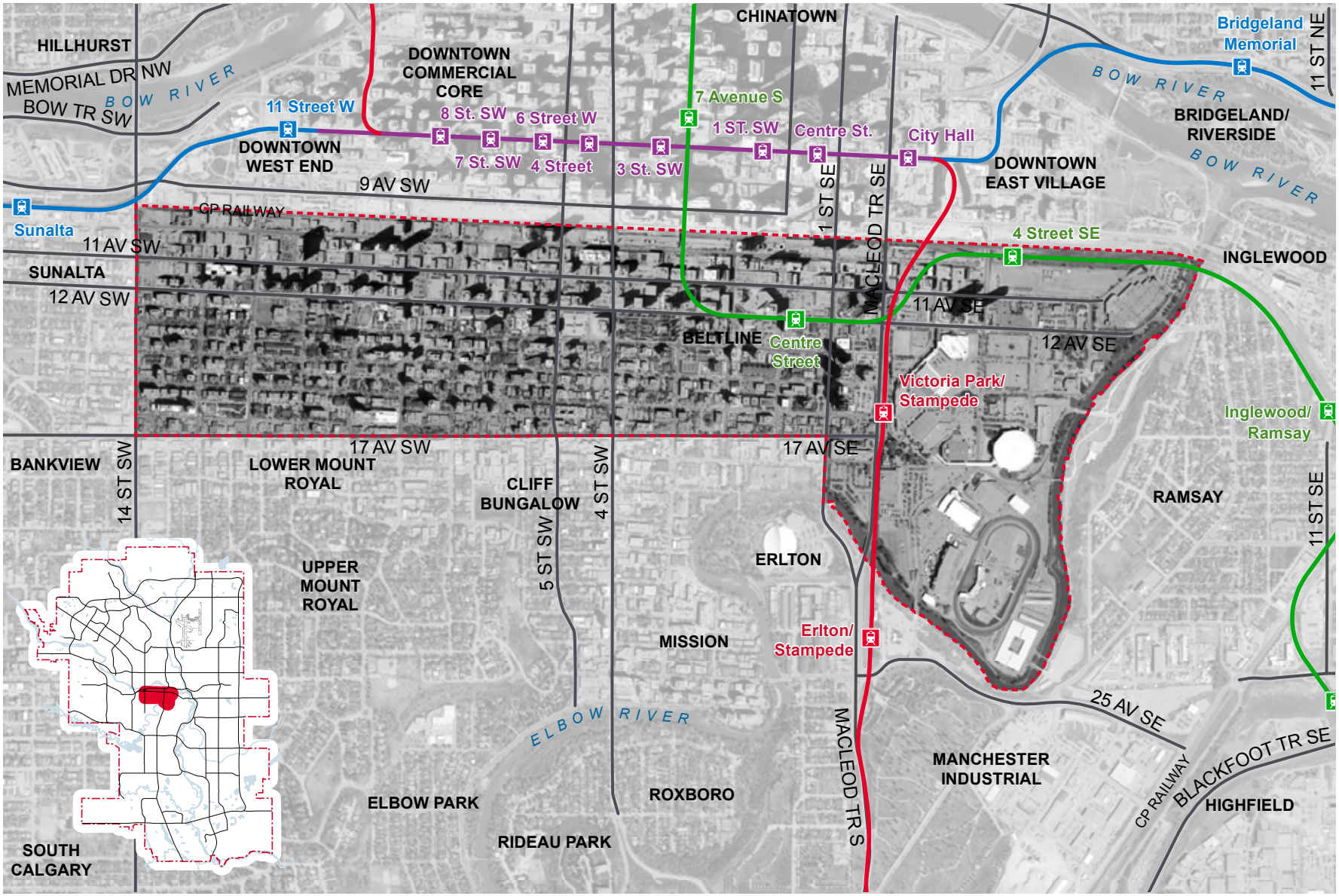
Non-statutory components of the Plan

All Appendices attached to this Plan are considered to be supporting information and do not form part of the Area Redevelopment Plan.

Environmental constraints

ARPs are long-term planning documents by nature. As such, they promote a vision for a community and put in place policies and guidelines that work toward achieving that vision over time. Policies and guidelines in an ARP are not to be interpreted as an approval for a use on a specific site, as the policies do not address the specific situation or condition of each site within a Plan Area. In that regard, no representation is made herein that any particular site is suitable for a particular purpose as site conditions or constraints, including environmental contamination, must be assessed on a case-by-case basis as part of an application for land use, subdivision or development approval.

Map 1 Area Redevelopment Plan Boundary



1 History of the Beltline

The Beltline Community we knew in 2005 is experiencing a new phase of urban growth and change. Since 2000, there has been an increasing emphasis and support for higher-density, mixed-use development. This is in recognition of the need to increase the population and the amenities in the area to support and encourage the growth of an already vibrant urban community. Recent development has included a variety of building forms and uses in response to market demands. This current phase is consistent with the historic development patterns of the Beltline area.

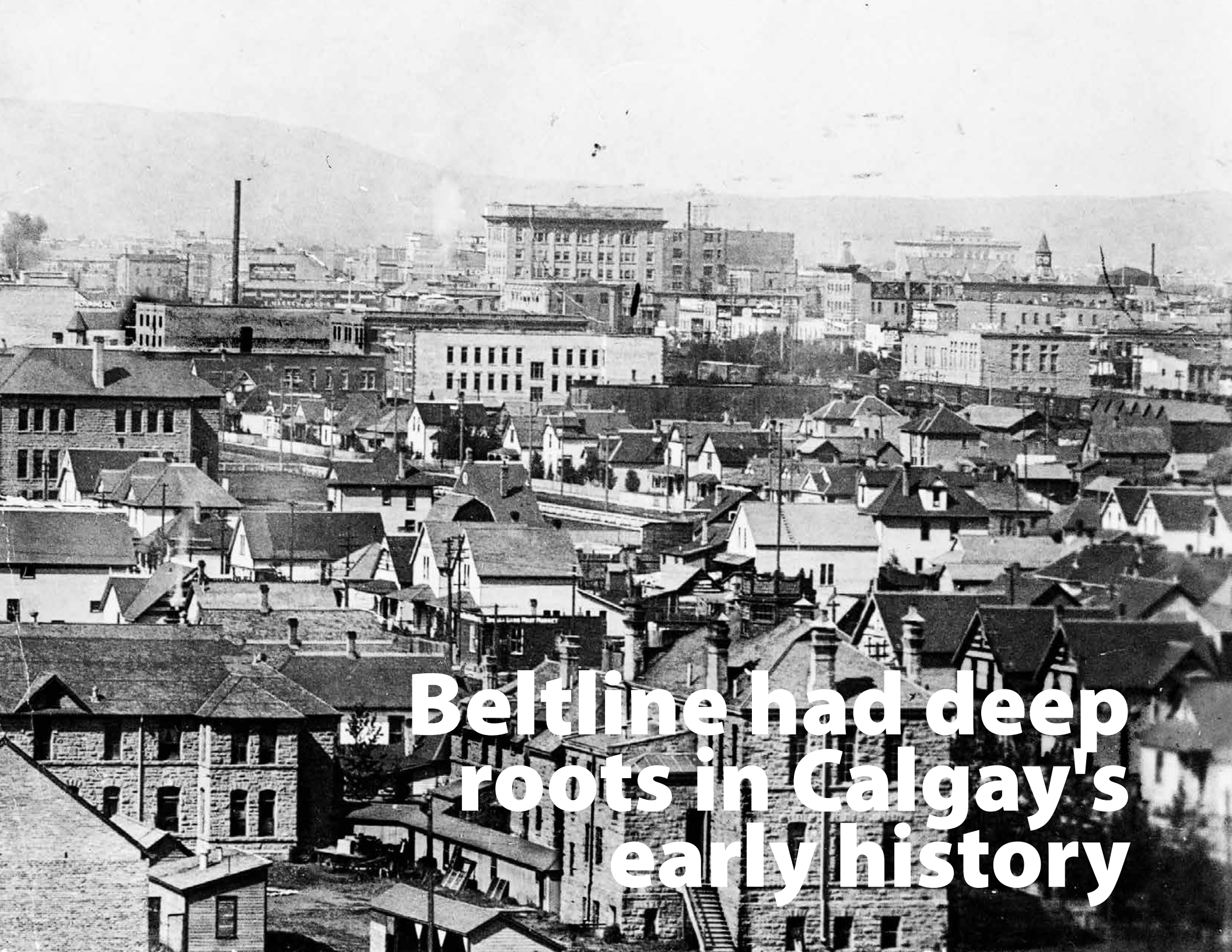
The Beltline has deep roots in Calgary's early history. Made up of the historic communities of Victoria Park and Connaught, this inner city area was part of the Town of Calgary from the date of incorporation in 1884, at least on paper. The town limits extended from east of the Elbow River as far west as today's 14 Street West, and from the Bow River south across the railway tracks to 17 Avenue. In this large space there were barely 500 residents. Nearly all of them lived and worked north of the railway line, close to the CPR station. The rest of the town, including the Beltline, was open prairie.

All of this vacant land had been mapped and drawn up by surveyors into a pattern that persists to this day. The Dominion Lands Survey laid out an underlying grid of mile-square sections in the summer of 1883. The railway arrived soon after, passing through three sections that were controlled by a large land company, two syndicates and a branch of the federal government. In each of these sections the land south of the Bow River was then subdivided into streets, blocks and lots. Together these subdivided parcels formed the new town.

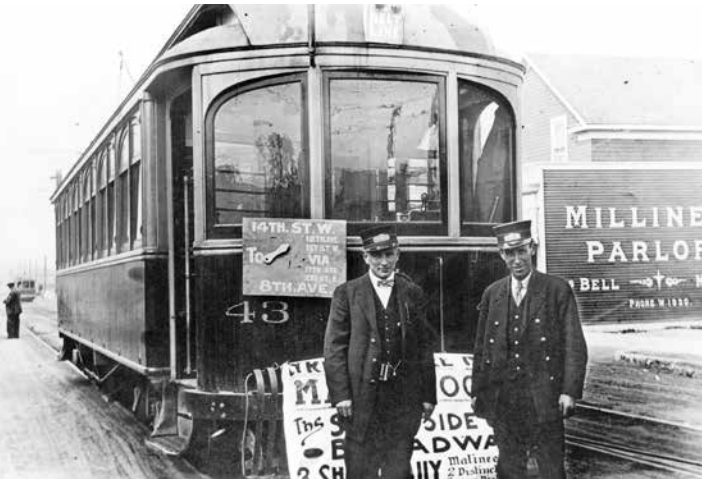
By 1891, the population had grown to 3,876, and Calgary became a city three years later. After 1902, the city developed into a regional warehousing and mercantile centre. Land north of the CPR line (in the traditional downtown) became scarce as this activity grew, which led to the development of the warehouse district along 10 and 11 Avenues, south of the tracks. The railways, as Calgary's largest industry for many years, located its main operations along the southern edge of the CPR main line, west of the Elbow River. This complex probably attracted the initial influx of working-class residents in what we know today as Victoria Park.

Originally known as the East Ward, this was one of the first areas of Calgary to be developed. When the Calgary Stampede named its 94-acre park and fairground along the Elbow River as Victoria Park, after Queen Victoria, the East Ward soon adopted the name Victoria Park to represent the area adjacent to the fairgrounds. Victoria Park was one of the first ten parks in Calgary. With the arrival of the railroad, land was needed for workshops, warehouses, stables, lumber yards, and rows and rows of houses. Churches, stores and schools followed. Until about 1912, this community led the way in population growth south of the tracks. Meanwhile, in the Connaught area, west of 4th Street S.W., successful entrepreneurs like Senator James Lougheed located their fine new homes to get away from the crowded downtown.

By 1914, the greater part of the Beltline's land had been built upon. Some older properties were being replaced even then to meet new demands. Development decisions in the Beltline's early years were usually made with little guidance from City authorities. Rather, they were the results of private initiative, driven by an expanding economy and ready money. The agencies that first controlled the land in the Beltline followed different strategies for selling building lots. Speculators who bought up lots in large numbers also had a strong influence on development patterns. The result was a very mixed urban landscape, where homes stood



Beltline had deep roots in Calgay's early history



next to a bakery or a garage, and boarding houses or apartments popped up everywhere. Some of this varied character persists today.

Other players have left important legacies. The block of land that became Central (later Memorial) Park, Calgary's first public open space, was reserved for this purpose by an agent of the federal government. The public school board acquired four large plots of land at an early date. Distributed from west to east across the Beltline area, these school yards became important open spaces as the surrounding land was built up. The City itself took a significant step when it expanded its limits for the first time in 1901 by annexing the exhibition grounds south of 17 Avenue. Tomkins Gardens (later Tomkins Park), the three-sided lot (or "gore") on 17 Avenue, between 7th and 8th Street, was gifted to The City in 1915 by Mrs. Elinor Tomkins, acting on behalf of her late husband Henry William Tomkins. The land was to be used for park purposes and was to be known as Tomkins Gardens. The unique parcel was created as a result of the colliding of two different survey patterns, one aligned with the CPR tracks and one aligned with 17 Avenue.

The year of 1908 was the year of the subway. To many people today this word means an underground transit network, but in Calgary it means a railway underpass. Two were built that year, at 1st Street West and 2nd Street East. They opened the way for safe traffic movement between downtown and the Beltline, especially for the Calgary Municipal Railway (CMR), which began operating in the summer of 1909. The CMR's streetcars ran on tracks above ground in the middle of the street and helped shape Calgary's growth in the years before 1914. In addition to the Red and White Lines, the first timetable listed a Blue Line, which ran in a circuit from downtown, through a subway, and along 12 and 17 Avenues and back downtown. This kind of route is known as a "belt line." These words appeared on signs carried by Blue Line cars, and this part of Calgary has been known as the Beltline ever since.

The year of 1908 also marked the beginning of a four-year period of improved economic conditions in Calgary. Money for mortgages and investments began to flow again, and The City went into a construction frenzy. The population had grown to 43,704 by 1911. Family homes and apartment buildings sprang up in large numbers along the favoured avenues. The little wooden ward schools of the 1890s were replaced by large sandstone ones, like Victoria and Connaught, and older mission churches by grand new structures, such as First Baptist and Grace Presbyterian.

Residential development was more than matched by mercantile expansion. Calgary's emergence as Alberta's first wholesale distribution centre had filled up available space north of the railway. With the coming of the boom, newer and much larger warehouses were built along the northern edge of the Beltline. Thomas Underwood, contractor, philanthropist and onetime Mayor of Calgary, had long owned several lots along 1st Street West. With the advent of the streetcar he replaced his workshop and lumberyard with large commercial and apartment buildings.

Others followed Underwood's example, creating busy streets of shops and turning once quiet corners into high rent locations, especially if they were served by the Blue Line. The intersection of 1st Street West and 12th Avenue became a prime site, adorned in 1912 by a handsome new branch of the Bank of Commerce. On the opposite corner stood the year-old Pryce-Jones Department Store, whose manager lived nearby in the upscale Sandringham Apartments.

The Pryce-Jones Store with its Royal Welsh Tea Room, like many such enterprises, fell victim to the bust that followed the boom. By 1916 it was closed, its manager gone to war. After World War I economic recovery in Calgary came slowly. Investment in the Beltline was limited at first to newer kinds of business, such as auto parts warehouses and dealerships. By the late 1920s conditions in Canada and locally had improved enough to stimulate another wave of new construction. Several of the smaller apartment blocks that survive in the Beltline date from this time. During this brief flurry of activity an attempt was made by The City to manage development through zoning bylaws. However, this opportunity soon faded in the face of economic depression and wartime austerity.

The late Senator Lougheed's property on 13 Avenue was seized by The City in 1934 for recovery of tax arrears. Four years later the last of the family had left, and the house became a training facility for young women. Other large homes nearby were divided up to become rooming houses. Housing in Calgary had been scarce through much of its history, and became more so in times when no more was being built and scores of rural people were flocking to the city. Among the rows of workers cottages in the Victoria area were many larger homes of merchants and managers and their families. These bigger houses were almost all divided up, transforming the character of the old neighbourhood. Even postwar prosperity took years to change this situation.

Redevelopment since the return of prosperity after World War II brought massive impact on the Beltline community, particularly in the western Beltline area. Development has largely meant replacement. Many of the old warehouses have been adapted to new uses, first for retail, later for residential and office space. On the other hand, new, larger apartment complexes sprouted nearly everywhere. Many of these apartment buildings were built under the Federal Multi-unit Rental Building tax deferral program. New businesses, offering new products and services, colonized the older commercial strips, attracting their customers from the districts burgeoning population and also from Calgarians at large. Much of this development went ahead with little consideration of the historic, social or aesthetic values of what it replaced.

The successive expansions of Stampede Park had dramatic effect on the evolution of Victoria Park in the late 1960s. When an attempt to move the Stampede to Lincoln Park in 1965 failed, The City made a commitment to find space adjacent to Stampede Park as an alternative. The impact of the expansions resulted in a declining residential population and an overall decline in the number and condition of existing houses and other buildings. During this time there was continuous dialogue between Victoria Park residents, The City and the Calgary Exhibition and Stampede Board.

The economic bust in the energy sector in the early 1980s saw development almost come to a standstill. During this time, Business Revitalization Zones were created along 17 Avenue and 4th Street. These associations of area businesses played a key role in maintaining the commercial vitality along retail-oriented streets and in revitalizing the community. The late 1980s and the early 1990s saw a rejuvenation of the warehouse district as old warehouse buildings were restored and adapted to new uses by private development interests. Then in the late 1990s and early 2000s, the community came together to re-invigorate interest in the Beltline. Leaders of the Connaught and Victoria Community Associations (amalgamated in 2004 into the Beltline Communities of Victoria and Connaught) and leaders of the Victoria Park, Uptown 17 and 4th Street Business Revitalization Zones joined forces to produce new visions and ideas for the area. Known as the Beltline Initiative, this group produced new plans such as Rediscovering the Centre and the Blueprint for the Beltline (co-produced with The City). These documents, with their emphasis on quality, high-density, mixed-use development and re-investment in community infrastructure have helped capture the imagination of City Council and the development industry. With this community interest and coupled with changing demographics and a renewed interest in inner-city living, the Beltline has seen significant redevelopment in the 2000s including commercial and residential projects. This redevelopment and change is expected to continue in earnest as Calgary continues to grow.

Yet the Beltline area still retains many tangible signs of a century of history, despite the loss of old streetscapes and important buildings. Even its long-established pattern of mixed land use survives in certain places. Several generations of Calgarians have now called this area home since Senator Lougheed moved his family here in 1891. Current residents of the Beltline communities have recently demonstrated their awareness of this legacy, and their recognition of its values. This is a sure sign that the Beltline's historical roots are living roots.

2

Vision and Principles

2.1 Vision

The Beltline will be an authentic, livable and diverse high **density** urban community. This will be reinforced by creating high **quality** neighbourhoods through the provision of a wide **variety** of land uses and building types, supported and enhanced by **quality** private development and public spaces and amenities.

2.2 Principles

The Beltline ARP is based on the following principles:

2.2.1 Foster and support neighbourhoods

- Identify clear and logical neighborhood boundaries.
- Support residential development wherever possible.
- Ensure vibrancy of mixed-use areas.
- Support and promote local economic development.
- Support public safety initiatives.
- Ensure all neighborhoods have convenient access to essential community amenities and services such as transit, pedestrian and cycling paths, schools, childcare facilities, social services, open spaces, playgrounds and public recreation facilities.

2.2.2 Provide for high-density and mixed-use development while ensuring neighbourhood livability

- Provide for high-density development to support the provision and creation of a full range of services and amenities
- Use a range of land use regulations and other financial tools to assist in creating community benefits from higher-density development
- Provide a diverse mix of housing and other land uses, such as office, retail, light industrial, recreational and cultural, both within the neighborhoods, within block faces and within individual buildings

2.2.3 Protect and enhance unique character and heritage

- Develop policy tools to encourage the preservation of heritage and character buildings and public spaces
- Encourage reuse/adaptation of historic buildings by promoting sensitive conversion of uses
- Develop strategies to locate new character public buildings and public open spaces in the most appropriate places

2.2.4 Improve pedestrian and cycling environment and manage transportation demand

- Give the pedestrian and cycling environment a high priority
- Improve pedestrian and cycling connections both within the Beltline and to the surrounding communities, destinations and the regional pathway system
- Increase pedestrian and bicycle accessibility, including accessibility for persons with visual or physical disabilities, through the design of blocks, streets, buildings and parks
- Give greater priority to the pedestrian and the bicycle in the design and operation of intersections, traffic signals, cross walks and transit stops
- Recognize that there will be no major increases in road capacity, except through the provision of new links such as a new intersection at 10 Avenue South and 14 Street S.W.
- Recognize that improvements to mobility will largely be achieved through the management of transportation demand including:
  - accommodating and promoting alternative transportation modes such as convenient transit, bicycling, walking, carpooling and car sharing options;
  - increasing the frequency of transit service as demand increases;
  - improving the quality of infrastructure for all transportation modes; and
  - employing new technologies such as Intelligent Transportation Systems.

2.2.5 Encourage diversity in building types and styles

- Encourage built form that is an expression of its time, is technologically and environmentally innovative and of the highest urban design and architectural quality.
- Encourage diversity in building siting, massing, heights, materials, setback, site coverage, orientation and overall design that complements and is in context with surrounding development, streetscapes, and landscapes.

2.2.6 Provide for a variety of physical and social environments and housing types

- Encourage the development of an appropriate range of public and private amenities, services and housing types to accommodate a diverse population including persons of various income levels, household composition, or abilities.
- Encourage a variety of housing types and building forms including, but not limited to, apartment units from studio to multi-bedroom, townhouses, live/work units, hostels, single-room occupancy dwellings, special care facilities and lodging houses.
- Support and enhance existing residential qualities in the neighborhoods by applying appropriate land use regulations to mitigate any negative impacts of non-residential uses.
- Recognize the needs and requirements of non-market housing and social facilities both when considering new development in the vicinity of existing locations and when considering the appropriateness of expansions or new locations.

2.2.7 Improve the public realm

- Enhance existing public spaces such as Central Memorial, Haultain and Tomkins Parks.
- Plan for and provide a variety of new parks, including active and passive, to meet the open space and recreational needs of the local residents and general public in the Beltline.
- Create appropriate processes, policies, criteria and implementation tools for the improvement, adaptation and reconfiguration of existing parks and the creation of new public spaces.
- Ensure significant public streets and open spaces, including riverbank areas, are not adversely affected by shadows from new development.
- Take full advantage of the riverbank areas for a variety of open space needs and ensure linkage to the overall river pathway system.
- Connect significant public spaces with high-quality streetscapes.
- Improve the quality of all streetscapes and ensure they are designed to accommodate persons with visual and physical disabilities.

2.2.8 Promote the development and use of "green" building and infrastructure design and technology

- Strongly encourage Leadership in Energy and Environmental Design (LEED) certification of all new City buildings and structures.
- Promote Leadership in Energy and Environmental Design (LEED) certification of new buildings, both public and private.
- Promote green building technologies in building design such as green roofs, utilization of district heating, recycling collection systems and innovative on-site and off-site storm water management systems.
- Promote the use of innovative green technologies for all City infrastructure including such things as lighting and storm water management.
- Promote the development of mixed-use buildings.

2.2.9 Promote processes that are open to creativity and innovation and reward achievement of the vision and principles

- Recognize that there will always be new concepts and ideas that arise that are not anticipated by this Plan and may be constrained by or contradictory to certain policies. Where such new concepts and ideas respond to and meet the intent of the Vision and Principles or offer a creative solution to a particular problem, efforts shall be made to find ways to allow for their implementation, including, where necessary, amendments to the Plan.
- Where existing City standards or processes are determined to be barriers to the implementation of the Vision and Principles of this Plan, efforts shall be made to seek creative solutions. This may include making amendments to this Plan.
- Anticipating significant growth and change in the Beltline that may require quick and creative solutions, the Plan promotes using new processes, tools and partnerships in the implementation of this Plan.
- In all cases, results from implementation of new ideas, concepts, processes and partnerships should demonstrate an improved outcome in relation to the Vision and Principles than would using an approved policy or procedure.

3

Planning for Neighbourhoods

3.1 Introduction

The Beltline Community District was officially formed in 2003 when the former communities of Connaught/West Victoria and Victoria Park East were amalgamated. The Beltline Community District currently spans from 14 Street S.W. on the west to the Elbow River on the east. The northern boundary is the CPR tracks and the southern boundary is generally 17 Avenue South, but also includes the area in the vicinity of Park Road, east of 1st Street S.E. (see Map 1). The Beltline Community District is large in size and consists of a diversity of areas with different physical, economic and social characteristics. For example, some areas have a stable and long-established residential character, while others have significant vacant or under-utilized lands that are expected to undergo major redevelopment in the future.

This diversity is expected to evolve and change over time. The district also has large residential and employment populations that are expected to substantially increase over both the short and long term. Because of the scale and diversity of the Beltline District, it is useful for planning purposes to distinguish separate, but acknowledged to be integrated, neighbourhood units. Establishing neighbourhood units for planning purposes is consistent with the overall Centre City planning strategy.

3.2 Recognizing Neighbourhoods

This Plan recognizes four neighbourhoods and are illustrated on Map 2. Boundaries are represented by the major north-south streets (14 Street S.W., 8th Street S.W., 4th Street S.W. and Macleod Trail), the CPR tracks, 17 Avenue and the Elbow River. In the case of the Elbow River and the CPR tracks, these boundaries represent actual physical barriers. In the case of the north-south streets and 17Avenue, the boundaries are more psychological in nature due to the significant activity and traffic levels that occur along their length. These boundaries do not segregate or limit movement among the neighbourhoods. The north-south streets and 17 Avenue serve as meeting places for all residents and employees. The north-south streets also serve as the connections or "bridges" into Downtown as they physically breach the CPR tracks via the railway underpasses. In this way, these streets (as well as others in the Beltline) physically integrate and connect the neighbourhoods into the overall Beltline Community and to the broader Centre City and other adjacent neighbourhoods.

The boundaries also recognize neighbourhoods that are of a size that ensures walking distance to neighbourhood amenities and services and that can accommodate sufficient residential and employment growth to support those amenities. The four neighbourhoods are:

- West Connaught: located between 14 Street S.W. and 8th Street S.W.
- Connaught Centre: located between 8th Street S.W. and 4th Street S.W.
- Victoria Park: located between 4th Street S.W. and 1st Street S.E.
- East Victoria Park: located between 1st Street S.E. and the Elbow River.

Map 2

1. West Connaught:
Located between 14 Street S.W.
and 8th Street S.W.

2. Connaught Centre:
Located between 8th Street S.W.
and 4th Street S.W.

3. Victoria Park:
Located between 4th Street S.W.
and 1st Street S.E.

4. East Victoria Park:
Located between 1st Street S.E.
and the Elbow River.

3.3 Population Targets and Aspirations

It is an objective of the Plan to:

- Achieve and accommodate a minimum population of 40,000 within the Beltline Community and 10,000 within each neighbourhood.
- Encourage population growth by ensuring the Beltline neighbourhoods are provided a high-quality environment with all the necessary amenities and services, both public and private, to serve a growing residential and employment base.

The Plan does not set a limit on future population growth or provide a formal population forecast tied to a specific year. However, to provide some indication of possible population growth, one possible redevelopment scenario was developed (see Appendix A) that demonstrates how the Beltline area could physically be redeveloped to more than triple the current population from 17,230 to over 55,000 people.

According to recent population analysis, the Beltline could reach a population of between 25,000 to 35,000 by the year 2035. How fast the Beltline actually grows will depend on the attractiveness of the area relative to other inner-city locations. The City has the responsibility to encourage this growth by ensuring the Beltline neighbourhoods are provided a high quality environment with the necessary amenities and services to serve a growing residential population.

Of the anticipated growth, it is expected that it will continue to be represented by high proportions of households in the 25 to 44 age group. This group currently represents 53.4% of the Beltline population. Households in this group will often be one-or-two person households without children. Another significant and growing group will be seniors in the 55 and over age group. This group currently makes up 15.8% of the population, but can be expected to increase as Calgary's overall population ages. Currently, there are very few children living in the Beltline. In 2004, there were 687 children between the ages of 0 and 14. This represents 4.2% of the total Beltline population (as opposed to 18.4% of the overall City population). It is not expected that this age group will increase significantly unless specific efforts are made to create or provide more child and family-oriented environments and amenities.

The Beltline is also home to a higher than average proportion of immigrants than the rest of the City, who are often drawn to the area by a combination of higher density living and the availability of lower cost rental accommodation. If affordable rental housing remains prevalent in the area, the Beltline should continue to be attractive to newcomers as a place to live.

All of these social and demographic trends must be monitored to ensure planning continues to reflect the needs of the Beltline population.

3.4 Employment

It is an objective of this Plan to:

- Support existing businesses and provide opportunities for a variety of new businesses by maintaining a flexible land use system and by encouraging investment in programs and infrastructure that support local business. Examples may include accommodating small business incubator programs, educational programs and live/ work spaces.

The Beltline has a significant and diverse employment base including the office concentration south of the Downtown commercial core, small scale light industrial operations, vibrant retail and service businesses as well as a significant number of institutional uses such as schools and health care facilities and of course, Stampede Park. The continued growth and development of employment uses is essential to the overall success of the Beltline as an integrated, mixed-use area. The Plan supports the use and accommodation of local economic development initiatives to assist in achieving this aim.

3.5 Amenities and Services

It is an objective of this Plan to:

- Provide amenities and services that will respond to the current and changing needs and priorities of each neighbourhood over time to ensure residential livability and commercial vibrancy.
- Support the development of social infrastructure through a strong network of community services and facilities designed to meet the evolving needs of the community. This includes supporting existing and planning for new services and facilities.

The type and level of amenities and services that are provided will influence the livability of each neighbourhood and the strength and vibrancy of commercial areas. Generally, amenities and services that are required in any neighbourhood are as follows:

- Recreation services
- Community facilities
- Elementary schools
- Daycares
- Libraries
- Policing and bylaw enforcement services
- Fire protection
- Social services
- Health services
- Transit service
- Educational and cultural institutions
- Parks
- Pedestrian and bicycle facilities
- Places of worship
- Retail shops and personal services that serve local convenience needs
- Supermarkets, food stores, etc.
- Other City services such as recycling collection facilities

Not all neighbourhoods will need all, or the same level, of these amenities and services. For example, some areas may require an emphasis on policing or bylaw enforcement, some may need improved parks or social services while others may need revitalization efforts to support and enhance local business. As the neighbourhoods change and evolve over time, so too will the priorities for amenity and service provision. To assist in planning for changes, there needs to be periodic reviews of demographics, inventories of area services and facilities and the identification of gaps in facilities and services.

3.6 Physical Infrastructure

It is an objective of this Plan to:

- Evaluate, analyze and plan for the necessary physical infrastructure requirements to support the proposed development objectives.

  Physical infrastructure within the Beltline has not recently been evaluated in a comprehensive manner with respect to condition and capacity. In order to support the desired and expected future development, The City must understand potential infrastructure requirements so that they may be planned for and prioritized relative to other City obligations. This work has started, specifically with an evaluation of infrastructure in the East Victoria Park neighbourhood done as part of the East Victoria Land Use, Density, Transportation and Infrastructure Study in 2005.

4

Land Use Concept

Land Use Concept

The land use concept for the Beltline consists of four distinct land use classifications: Primarily Residential; Urban Mixed-Use; Public Parks, Pathways, and Open Space and Recreation. The concept may also designate certain areas as Special Policy Areas in order to address specific issues or situations not addressed by the broader land use classifications or policies of the Plan. The distribution of these land use classifications is shown on Map 3. The determination of precise boundaries will be made by the Development Authority.

4.1 General Policies

General policies apply in all land use classifications.

4.1.1 Private outdoor amenity space

All new residential units shall be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development. Common amenity space may be provided at or above grade, within courtyards, behind facades, or on rooftops, terraces or ground-level patios that may be completely or partially visible from the street or other buildings.

4.1.2 Developments abutting a public lane

Developments that abut a public lane shall provide active uses along the lane elevation, where feasible and appropriate. Where feasible, these activities could be co-ordinated on both sides of the lane (i.e., a mews). Examples may include dwelling units, amenity spaces, port-cochere or lobby entrances, vehicle drop-offs and where appropriate, small scale commercial uses. Through further study, specific locations may be identified where more detailed requirements for lane oriented uses and the detailed design and construction of the lane right-of-way will be developed.

4.1.3 Surface parking and lay-by facilities

Except in the case of a hotel, health care facility or assembly use, vehicular surface parking and lay-by facilities are not permitted to be accessed directly from a public street frontage or located between the building face and a property line that abuts a public street. Such facilities may be accessed from a rear lane or located between a building face and a property line abutting a rear lane.

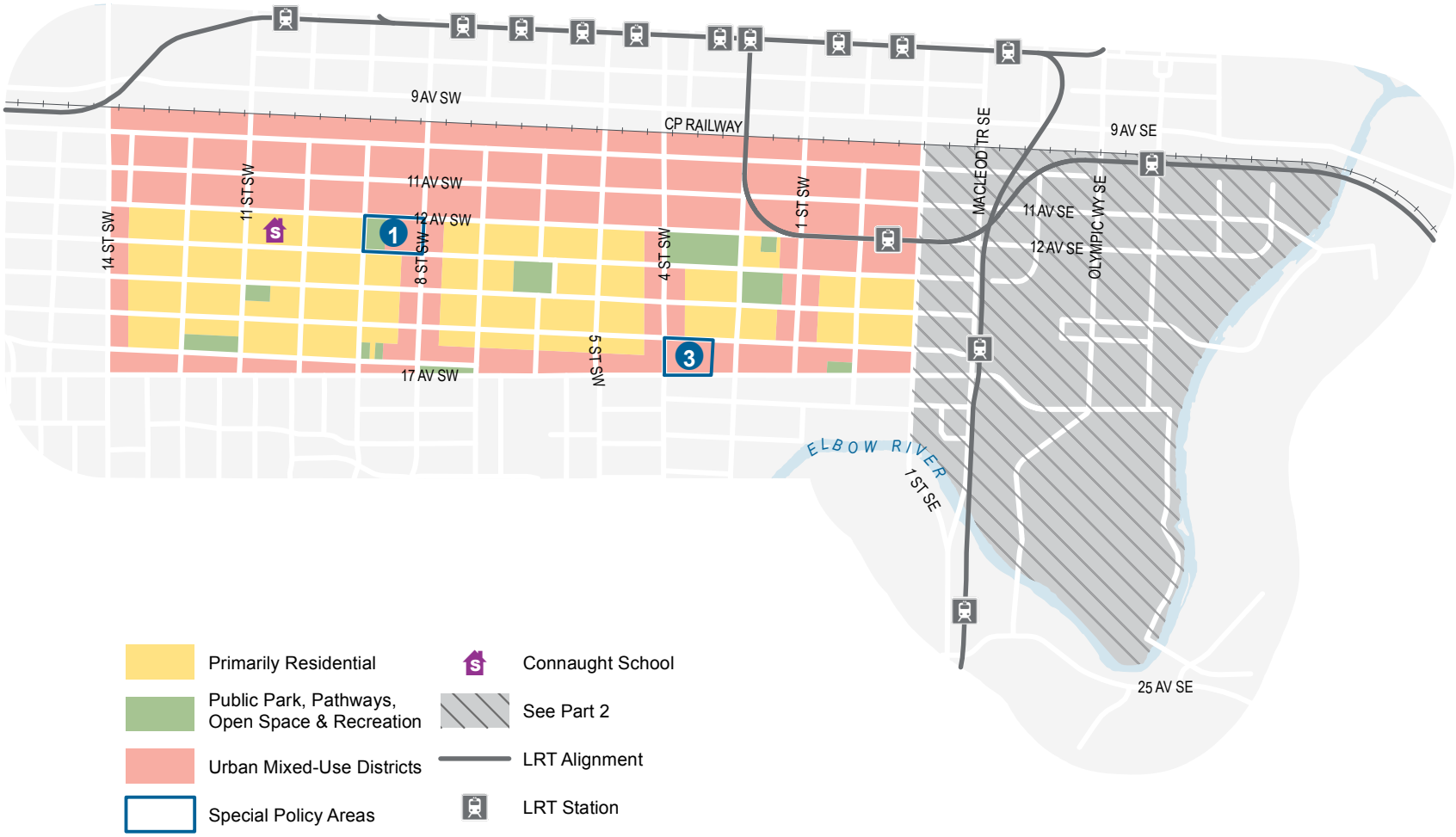
4.1.4 Bicycle parking and storage facilities

All new developments shall make provisions for common private parking and storage of bicycles. Reference shall be made to the Bicycle Parking Handbook and Section 7 of this Plan.

4.1.5 Recyclable materials collection facilities

All new developments shall make provision for the collection and pick-up of recyclable materials. Such facilities shall be located entirely within the building.

Map 3 Land Use Concept



This map is conceptual only. No measurements of distances or areas should be taken from the map.

4.2 Primarily Residential

Intent

To accommodate a variety of residential developments along with compatible and accessory retail, personal service and institutional uses to support the local residential population.

Objectives

- To increase the residential population throughout the Beltline and within each neighbourhood.
- To support the local residential population by allowing for low-intensity non-residential uses.
- To address the livability of residential areas by regulating the location and size of non–residential uses.
- To allow for a variety of building forms including, but not limited to:
  - towers with or without commercial or townhouse podiums;
  - low and mid-rise buildings;
  - buildings or collections of buildings that create internal courtyards or mews; and
  - townhouses including street fronting units or courtyard-oriented units, or townhouse units above the first storey that front on to a private amenity space.
- To provide for a range of housing types and unit sizes to meet the needs of a diverse urban population.
- To accommodate and encourage live/work units.
- To allow for creative, adaptive re-use of existing buildings.
- To promote building forms that respect the local context and interfaces with adjacent properties, including consideration of visible facades, decks, roofs, access points and balconies from various viewpoints.
- To encourage and accommodate small site development that will sustain the diversity of building forms and scales within the Beltline.

Policies

4.2.1 Uses

Uses appropriate in primarily residential areas include, but are not limited to:

- Community association facilities
- Cultural facilities
- Community services
- Hotel accommodation
- Health care facilities
- Institutional uses
- Live/work units
- Offices
- Parks, pathways and open Space
- Recreation facilities
- Residential dwellings (all types and forms)
- Restaurants
- Retail and personal service
- Schools
- **Supermarkets Bylaw 42P2013**

4.2.2 Parking structures

All parking structures are required to be located below grade. However, in certain exceptional cases, above grade parking may be considered where it has been demonstrated to be impractical to locate all parking below grade, or where providing above grade parking can be beneficial to meeting other objectives of this Plan. Where a parking structure is proposed to be located above grade, the following design guidelines shall be applied to determine the appropriateness of allowing for the above grade parking:

- the parking structure be limited to two levels;
- at-grade level, the parking structure shall be screened from public streets with residential or other active uses;
- portions of parking structures above grade level shall be screened from public streets with active uses and/or architectural treatments that make the parking levels indistinguishable from the rest of the building facade;
- the parking structure shall be adequately screened from adjacent developments to the satisfaction of the Development Authority; and
- where parking structures have exhaust vents, such vents shall be directed away from any public street frontage and adjacent residential uses.

4.2.3 Grade level uses

- Within the areas shown on Map 3A, new developments should provide residential units at-grade level wherever possible. Any non-residential uses shall still be uses that create pedestrian activity and provide natural surveillance to the street.
- Where residential units are provided at-grade level, all residential units that front a public sidewalk or publicly accessible private sidewalk are required to have individual, primary entrances (i.e., front doors) providing direct access to and from that public sidewalk or publicly accessible private sidewalk.
- All at-grade residential units should, in most cases, have the main floor (entrance level) set slightly above grade in order to achieve visual privacy from any public or internal sidewalks without the need for high or nontransparent privacy fences or walls that detract from the active street edge.
- Separate, below grade residential units are generally discouraged.

4.2.4 Non-residential uses

a. Non-residential uses are appropriate provided they meet the following criteria:

   - the use is located within the first two storeys of a building; and
   - the use is situated along the street frontages as shown on Map 3B.

The Development Authority may consider **(through land use amendment)** non-residential uses above the second storey, provided they are clearly minor in nature and subordinate to the residential uses and do not create incompatible interfaces with adjacent residential uses. Examples of such uses may include penthouse offices or live/work spaces.

Bylaw 52P2008

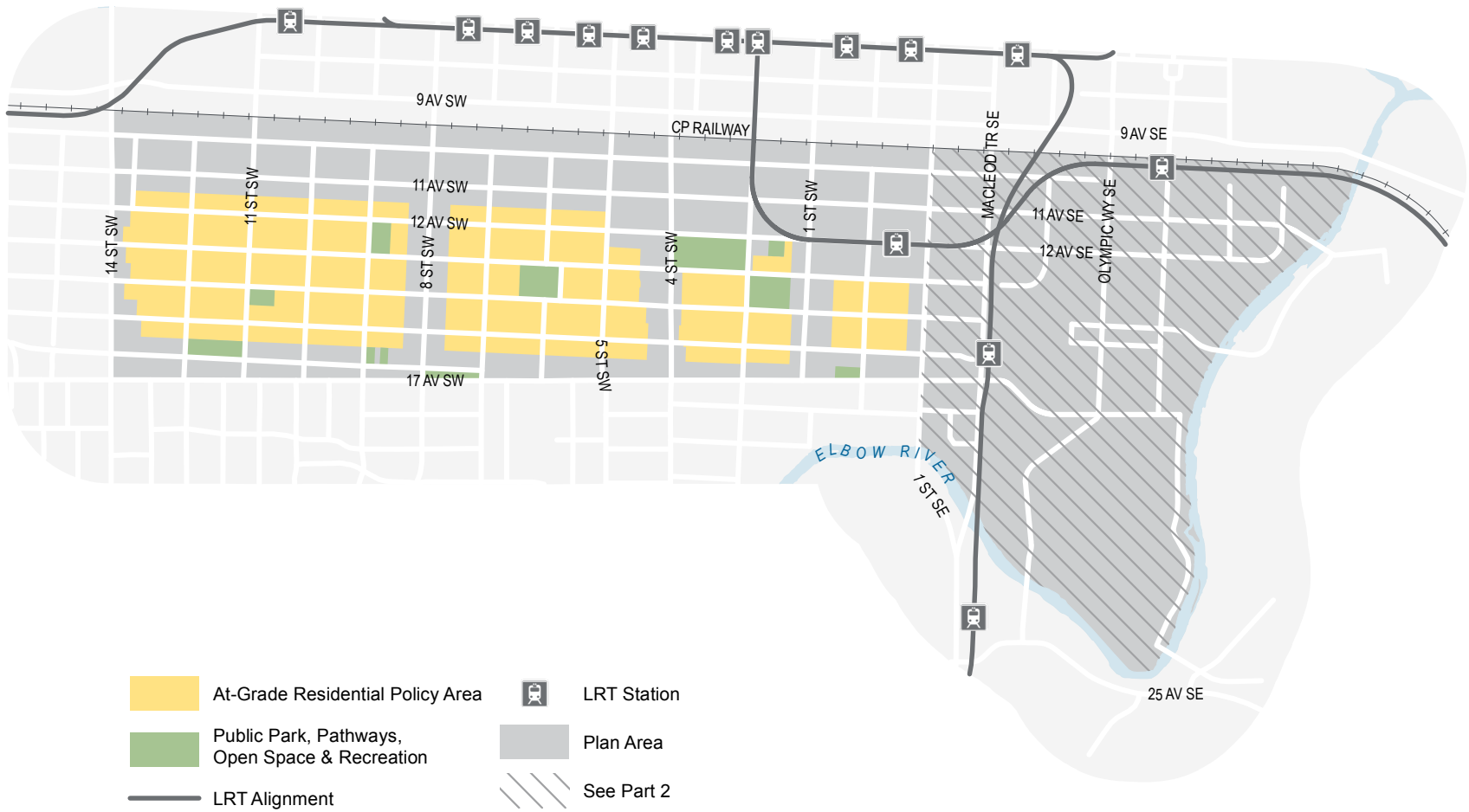
In addition, the Development Authority may consider non-residential uses in other locations provided they are situated at the corner of a block and would not detract from the essentially residential character of the immediate vicinity.

b. The Development Authority may also consider **(through land use amendment)** a nonresidential use where the use would:

Bylaw 52P2008

   - allow for the adaptive re-use of a building on the Heritage Inventory;
   - promote varied building form and historic character by encouraging the retention and productive use of a structure built prior to 1950; or
   - help meet the design and diversity objectives of a Character Area as identified in Section 8 of this Plan.

Map 3A At Grade Residential Use Policy Area



This map is conceptual only. No measurements of distances or areas should be taken from the map.

Map 3B Non-Residential Use Policy Area

This map is conceptual only. No measurements of distances or areas should be taken from the map.

c. Individual commercial uses such as retail, service commercial, office and restaurant/food service uses should generally not exceed **300** square metres in size. In considering such uses, the Development Authority shall have regard to the character of the immediate area, and the impacts that such uses may create particularly with respect to noise, light and local traffic impacts.

Bylaw 52P2008

d. The design of new developments shall be guided by the intent and policies of Section 4.3.2.

e. **New development containing a stand-alone Place of Worship - large use are discouraged within the Primarily Residential Area.**

Bylaw 52P2008

4.2.4.1 Hotel accommodations

The primarily residential area in the Beltline is comprised of two Land Use Districts: Centre City Multi-Residential High Rise (CC-MH) and Centre City Multi-Residential High Rise Support Commercial (CC-MHX). Both of these districts provide for high intensity multi-residential development, while CC-MHX provides for the additional flexibility of a hotel use and a limited range of supporting commercial uses. Although hotel accommodations are most appropriate in the Urban Mixed-Use Area, hotel development may be considered within the CC-MH and the CC-MHX Land Use Districts in the primarily residential area of the Beltline provided the development complies with the guidelines below.

CC-MH Land Use District

Although a hotel is not a listed use within the CC-MH Land Use District, the Development Authority may consider, through land use amendment, hotel accommodations within this district. In so doing, the Development Authority should take the following guidelines into consideration:

- **The development should contain a significant residential component, and the hotel use should be limited to a maximum of approximately 50 per cent of the gross floor area of the building, including all ancillary uses; respond contextually to the surrounding structures in both massing and scale;**
- **The ancillary uses associated with the hotel component should be accessed through the main hotel entrance, scaled appropriately to serve the primary use and intended to serve primarily the occupants of the building;**
- **All parking and loading should be contained within the development, and every attempt should be made to minimize the impact of loading and parking on adjacent residential uses. Lay-bys accessed directly from the adjacent roadway are discouraged;**
- **Any proposed signage should be appropriate in scale and complementary to the context of the surrounding residential neighbourhood; and**
- **Landscaping should respect the adjoining residential uses, and all site areas not occupied by a building, parking and access should be landscape**d.

CC-MHX Land Use District

Hotel use is a discretionary use within the CC-MHX Land Use District. The Development Authority may consider hotel accommodations within the CC-MHX Land Use District provided the development complies with the guidelines as identified above for the CC-MH Land Use District.

Bylaws 2P2010 & 1P2012

4.2.5 Residential conversions

The intent of this policy is to promote varied building forms and historical character by encouraging the retention and productive use of residential structures by allowing conversion to non-residential uses. When considering a proposed conversion through a Land Use Re-designation or a Development Permit, the following criteria shall be considered:

- Residential structure is on the Heritage Inventory or is a single-detached, duplex or semi-detached dwelling built prior to 1950;
- The structure is within a Character Area as defined in Section 8 of this Plan;
- Proposed use must not, in the opinion of the Development Authority, generate an excessive amount of localized traffic or detract from the residential character of the immediate area; and
- Any proposed signage has a total surface area of less than 1.0 square metre.

4.3 Urban Mixed-Use Areas

Intent

To allow for a wide range and mix of uses in many possible configurations, both within buildings and within the local context resulting in vibrant, pedestrian streets. Some uses may be restricted or prohibited where they are adjacent or in close proximity to Primarily Residential areas.

Objectives

- To create vibrant pedestrian streets that provide activity throughout the daytime and evening hours.
- To provide for uses that serve the local and broader population.
- To encourage and support innovation and experimentation in how different uses can be combined within new and existing buildings.
- To create streetscapes that respond to the context of the particular area, that have buildings that are built to and frame the sidewalk, and that have a high degree of permeability between interior and exterior space through the use of transparent windows and doors.
- To encourage and support the development of uses and built forms, other than just loading and vehicle access, that create activity and natural surveillance in rear lanes.
- To encourage residential uses above the street level, and, where appropriate to the local context, at street level.
- To promote live-work units in a variety of configurations including at street level.
- To ensure compatibility of adjacent uses, within and among buildings and properties, particularly with respect to residential uses.
- To promote building forms that respect the local context and interfaces with adjacent properties, including consideration of visible facades, decks, roofs, access points and balconies from various viewpoints.

Policies

4.3.1 Uses

Uses appropriate in Urban Mixed-Use areas include, but are not limited to:

- Community association facilities
- Community services
- Cultural facilities
- Drinking establishments
- Entertainment establishments
- Health care facilities
- Hotel accommodation
- Institutional uses
- Light industrial
- Live/work units
- Offices
- Parking facilities
- Parks, pathways and open space
- Personal services
- Recreation facilities
- Residential dwellings
- Restaurants
- Retail
- Schools
- **Supermarkets Bylaw 42P2013**

4.3.2 General Urban Mixed-Use Area policies

The intent of these policies is to create mixed-use areas and business streetscapes, as opposed to residential streetscapes, that are:

- active,
- pedestrian scaled,
- aesthetically appealing,
- visually interesting,
- permeable and transparent,
- safe,
- sensitive to residential uses adjacent to or in close proximity to, a commercial area; and
- able to meet the needs of both the local residential population, local employees and other visitors to the area.

It is acknowledged that new development in mixed-use areas can experience significant change due to changing markets and circumstances and that there will always be emerging development prototypes and forms that can't be foreseen by this Plan. As a result, the Development Authority may use discretion in approving developments that may not meet all of the policies below, provided the new development can demonstrate that it meets the overall intent of the polices as stated above.

a. Street level uses that front a business street edge shall consist primarily of retail, personal service, office and restaurant uses. A business street edge is where a building elevation faces a street whose primary street level uses are commercial.

b. Live/work units may be located at street level provided the units are constructed in a manner that allows for conversion to a commercial occupancy according to the Alberta Building Code.

c. The width of individual entrance lobbies, whose only function is to provide access to upper or lower level uses, shall be minimized along the commercial streetscape so as not to create major gaps in activity and should not exceed 7.5 metres in width. Where the lobby serves as the principal entrance lobby for a residential or hotel building, the width may be exceeded to the satisfaction of the Development Authority.

d. Where there is an established streetscape pattern with respect to building scale, spacing of entrances and store front width, new development shall maintain and reinforce the existing pattern. Existing streetscapes with strong, established patterns include portions of 17 Avenue and 1st Street S.W.

e. Street front elevations shall be highly permeable and transparent by providing doorway entrances to the street and allowing for pedestrian views directly into the business along the majority of the facade.

f. Facades shall be highly articulated and incorporate architectural elements that suggest a rhythm of narrower business frontages. As a guideline, a business frontage width of 7.5 metres is considered to be a useful benchmark based on the historic lot widths established in the Beltline.

g. Individual business fronts that are greater than 30 metres in width:

    - Should provide for multiple entrances at the street level, which may include incorporating separate, individual uses that have entrances oriented to the street.
    - May be located on floor levels above the street level floor.

h. Other than fully-enclosed retail and accessory service, no new automotive uses are permitted.

i. No new drive-thru facilities are permitted.

j. Surface parking areas are not permitted to be located between a building and a street.

4.3.3 Parking structures

All parking structures are strongly encouraged to be located below grade, particularly where the subject site is adjacent to a primarily residential area. However, in certain cases, above grade parking may be considered where it has been demonstrated to be impractical to locate all parking below grade, or where providing above grade parking can be beneficial to meeting other objectives of this Plan. Where a parking structure is proposed to be located above grade, the following design guidelines shall be applied to determine the appropriateness of allowing for the above grade parking:

- at-grade level, the parking structure shall be screened from public streets with active uses with sufficient depth to function as leasable commercial floor area or as residential dwelling units;
- portions of parking structures above grade level shall be screened from public streets with active uses and/or architectural treatments that make the parking levels indistinguishable from the rest of the building facade;
- the parking structure shall be adequately screened from adjacent developments to the satisfaction of the Development Authority; and
- where parking structures have exhaust vents, such vents shall be directed away from any public street frontage and adjacent residential uses.

4.3.4 Restaurants, drinking establishments and entertainment establishments

a. General

Restaurants, drinking establishments and entertainment establishments are subject to Section 4.3.2 and are only allowed where:

- The business can be fully enclosed within a building, except for outside patios;
- Noise, odour, vibration, heat, high illumination levels or waste that are caused by the business are not disruptive to adjacent uses and are, to the extent possible, mitigated through development permit approval requirements.

In order to address potential impacts on primarily residential areas, the Development Authority may consider restricting the size of the business or the type of use proposed.

Bylaw 19P2013

b. **Clustering of licensed restaurants and drinking establishments**

Well-designed and well-managed licensed restaurants and drinking establishments can be valuable components of a balanced, active urban street, in particular bringing night-time activity and vitality. However, excessive clustering of such uses can negatively affect residential liveability while upsetting the mix of a well-balanced commercial street. As both 17 Avenue S.W. and 1st Street S.W. are adjacent to residential districts and are intended to evolve toward well-balanced urban streets with many inter-mixed commercial uses, the intention of this Plan is to continue to allow consideration of such operations, but to limit excessive clustering.

The following policies will apply:

- **In considering development permit applications for drinking establishments, with or without dancing or performance space, applications should be strongly discouraged that would result, either individually or cumulatively with other existing or proposed operations, in more than 50 per cent of the linear frontage of any one block, at-grade, being taken up by drinking establishment uses.**
- **In considering new individual applications for licensed restaurants and drinking establishments adjacent to including separated by an intervening street or lane) lands designated Primarily Residential in this Plan, a maximum public area of 75 m^2 is generally considered desirable. Licensed restaurants and drinking establishments with a larger public area may be appropriate as an accessory use with a hotel.**
- **Where new operations exceeding 75 m^2 of public area are proposed adjacent to lands designated Primarily Residential in this Plan, additional requirements should be considered with the development permit application. Strategies should be implemented to address/ mitigate noise and vibration, vehicular and parking access issues, exterior crowd control and distance to the next closest licensed restaurant or drinking establishment that exceeds 75 m^2 in order to mitigate as much as is feasible any negative effects on adjacent residential livability.**

Bylaw 19P2013

4.3.5 Large scale uses

Businesses or uses that have floor areas in excess of 1,200 square metres may be accommodated in the following ways:

a. Street front elevations shall be highly transparent and allow for unobstructed pedestrian views directly into the business for a minimum of two-thirds of the facade length.

b. Facades shall be highly articulated and incorporate architectural elements that suggest a rhythm of narrower business frontages. As a guideline, a business frontage width of 7.5 metres is considered to be a useful benchmark based on the historic lot widths established in the Beltline.

c. Individual storefronts that are greater than 30 metres in width should provide for multiple entrances at the street level, which may include incorporating separate, individual retail units that have entrances oriented to the street.

d. May be located on upper floor levels.

e. May be multi-storey with one level being at street level.

Because of the importance of food stores to the livability of a neighbourhood, the Development Authority may consider exceptions to the above in order to accommodate their unique needs and requirements. However, the development must still meet the intent of Section 4.3.2.

4.3.6 Light industrial uses

Light industrial uses will include those that are small-scale in nature and can demonstrate that they have a low impact on adjacent uses. Examples include warehousing, distribution and small-scale assembly, fabrication and manufacturing.

Light industrial operations are subject to Section 4.3.2 and are only permitted under the following conditions:

- They are located within the area shown on Map 3C.
- The operation can be fully-enclosed within a building with no outside storage of materials or products.
- Noise, odour, vibration, heat, high illumination levels or waste that are caused by the business are not disruptive to adjacent uses and are, to the extent possible, mitigated through development permit approval requirements.

4.3.7 Residential uses

a. Residential uses are encouraged and allowed above the first storeys of the street front elevations and at street level along a lane or mews frontage of any new development. Depending on the local context, residential uses may also be appropriate at the street level along street frontage elevations where the existing or proposed future context will be compatible with residential uses. One specific example would be the north side of 12 Avenue South.

b. The provision of live-work units is encouraged throughout Urban Mixed-Use areas.

c. Residential uses are generally discouraged below grade.

Map 3C Light Industrial Policy Area

This map is conceptual only. No measurements of distances or areas should be taken from the map.

4.4 Schools and Public Parks, Pathways, Open Space and Recreation

Intent

To protect, enhance and provide guidance for the possible redevelopment of existing, parks, pathways, open space, school and recreation sites and to provide guidance for the future provision of new school, park, pathways, recreation and open space facilities.

Objectives

- To provide and foster high-quality, accessible, safe, well-designed and -maintained urban parks, pathways, public spaces, and recreation facilities throughout the Beltline for the purposes of attracting and supporting a growing and diverse population.
- To foster the sustainability of the Connaught School as well as new schools within the Beltline.
- To ensure no net-loss of total park and recreational facilities, while increasing the quality of existing open space.
- To provide a range of types and sizes of facilities that are appropriate to the particular neighbourhood and local context.
- To protect public parks, pathways and open spaces from shadow and wind impacts from new developments.
- To provide high-quality and legible non-vehicular linkages between public amenities.
- To explore new management models for the design, construction, maintenance, operating and programming of parks and recreation facilities. Such models may include partnerships with The City, City partners, community-based groups and the private sector.

Policies

4.4.1 Uses

Uses appropriate in public parks, pathways, open space and recreation areas include, but are not limited to:

- Accessory commercial uses
- Community association facilities
- Daycares
- Natural areas
- Open space
- Parks
- Pathways
- Recreation facilities
- Schools
- Stormwater retention facilities

4.4.2 General policies

a. Park spaces shall be framed with residential or active uses wherever feasible.

b. There should be a mix of active and passive park spaces and functions that are consistent with both surrounding land uses and the needs of the neighbourhood. In some cases, both active and passive uses may be provided within the same park.

c. Consider the possibility of road or lane closures where there is an opportunity to reconfigure, enlarge or improve the functionality of a park.

d. The City will explore, and where appropriate, implement new administrative arrangements for the design, construction, maintenance and programming of urban park spaces and recreation facilities within the Beltline. Such arrangements may include partnering with the Parks Foundation Calgary, business revitalization zones, community associations, the Calgary Exhibition and Stampede, and where appropriate, private sector parties. Such arrangements may include offsetting increased operating costs through a combination of: revenue generation from leasing, bookings, special events, concession operations, lessons and programs and advertising or sponsorships, donations, endowment fund and mill rate support as well as partnering with the Parks Foundation Calgary.

4.4.3 Existing parks

a. Central (Memorial) Park

Central Memorial Park is the pre-eminent park space within the Beltline and is a highly valued Historic Resource. The City will:

- pursue the designation of the park as a Municipal Historic Resource
- acknowledge the receipt of the 2004 Central Memorial Park Study
- prepare and implement a detailed Design Development Plan for the restoration and enhancement of Central Memorial Park
- recognize the heritage value of the Memorial Park Library Building

b. Haultain School and Park

Haultain School is a provincially designated Historic Resource. Haultain Park is to be substantially improved and upgraded and where possible, integrated with the eventual redevelopment of the private lands to the east. Individual residential units or commercial spaces are encouraged to "front" on to the park in order to generate activity and achieve natural surveillance of the park. A private parking facility may be located underneath Haultain Park in order to facilitate the redevelopment of the lands to the east.

c. Thomson Family Park (between 11 and 12 Street)

This parcel of publicly-owned land is presently the location of a park and the Calgary Lawn Bowling Club, which leases their site from The City. A review of the purpose and function of this park shall be undertaken by The City and may include consideration of relocating the lawn bowling group to another existing bowling facility and redeveloping the park space.

d. Tomkins Gardens (Park) (8th Street and 17 Avenue)

Tomkins Gardens is the green "heart" of 17 Avenue. This park shall continue to be maintained and enhanced to the highest possible standard.

e. Humpy Hollow Park (Centre Street and 17 Avenue)

Humpy Hollow Park is the site of the former Sherman Roller Rink. A review of the purpose and function of this park shall be undertaken. The review shall include the consideration of exchanging this site for public open space in a better location farther to the north. The future of this park should not result in a reduction of public open space in the Beltline (i.e., other park space should either be in place or a specific replacement strategy has been approved and funded by Council before a possible sale option is considered. A land swap may be an option.)

f. Connaught Park (14 Avenue and 11 Street)

A review of the purpose and function of this park shall be undertaken by The City.

g. Lougheed House and Beaulieu Gardens (6th Street between 13 and 14 Avenues)

A portion of this site is designated as a National Historic Site. The use and development of this portion of the site are governed by the appropriate heritage legislation. The remainder of the site shall be maintained to the highest standard.

h. 16 Avenue Park (between 8 and 9 Streets)

This park is in an awkward and poor location. Consideration should be given to exchanging these lands for a site in a better location.

4.4.4 Development of future parks strategy

The City's Parks Business Unit has completed a study entitled Open Space Strategy for established communities. This study included an assessment of the use, citizen satisfaction and suggested improvements of Beltline parks. This study should be used as the basis for the development of a long-term strategy for the improvement of existing and provision of future parks, pathways and open space in the Beltline. This strategy shall also consider the framework suggested in Appendix B.

4.4.5 Future recreation needs and the Beltline Pool and Fitness Centre

The City should undertake a review of the long-term recreation needs of the Beltline, including the long-term viability of the Beltline Pool and Fitness Centre. The review should determine the type of facilities that will be needed and the appropriate location or locations that are best able to serve the broad community needs including residents and workers. New facilities should be centrally located and easily accessible by transit, bicycle and pedestrian modes. Should it be determined that the Beltline Pool and Fitness Centre site is not able to meet the future needs of the community, a strategy for the re-use of the existing site should be prepared.

4.4.6 Existing school sites

The Calgary Board of Education (CBE) is proposing to redevelop the Connaught School site. The Connaught School site lies within the Primarily Residential land use area. In considering the future of this site, it is The City of Calgary's objective to preserve the heritage building, retain significant open space and support the continued use of the Connaught School as a public elementary school. To that end The City will work in co-operation with the CBE to attempt to develop a mutually beneficial redevelopment plan. This may include the use of a Special Policy Area.

Bylaw 15P2007

4.4.7 Historic parks (cultural landscapes)

Due to the historic designations of Central Memorial Park and Haultain Park, there is substantial responsibility for:

a. Maintaining the historic quality and integrity of these designated spaces;

b. Maintaining the health of the sites due to increased use as a city-wide heritage attraction and due to their location within a high-density neighbourhood.

c. Accommodating a variety of performances, ceremonies and community functions while enhancing the visual effect of the formal gardens instead of altering or damaging them; i.e., the formal gardens were designed to be seen and walked about in, and access to them must be restricted to the extent demanded by their size and vulnerability, so that their physical fabric and cultural message may be preserved.

d. Selecting those species of trees, shrubs, plants and flowers to be replaced periodically must be with regard for established and recognized practice of Calgary's botanical and horticultural region with the aim to determine the species initially grown and to preserve them.

e. Removing or displacing the permanent or movable architectural, sculptural or decorative features which form an integral part of the historic gardens only insofar as this is essential for their conservation or restoration.

4.5 Special Policy Areas

Intent

Special policy areas accommodate those special cases of unique developments as outlined on Map 3 Land Use Concept.

Bylaw 19P2016

4.5.1 Special Policy Area 1

General policies

In addition to the policies of Section 4.3, the following shall apply:

a. Lands designated as parks, open space and pathways, upon acquisition by The City of Calgary, may be designated as Municipal Reserve. In that instance, any density permitted by the Land Use District in force at the time of acquisition, may in the future, be transferred to another site within the Beltline, consistent with the provisions of Section 5.4.2 Density transfer for public open space, subject to the execution of any necessary legal arrangements.

b. A minimum of 2,940 square metres of the Urban Mixed-Use lands should be secured for public access through a public access agreement.

c. Notwithstanding Section 5 of this Plan, a maximum of 2.86 commercial FAR excluding the sandstone building is allowed within Special Policy Area 1.

d. Development of the special policy area 1 shall maintain a view of the east facade of the sandstone building to the satisfaction of the Development Authority.

Bylaw 15P2007

4.5.2 Special Policy Area 3

General policies

a. Not with standing Section 5, subsection 5.2 of this Plan, applications for increased density for sites within Density Area D may be considered within Special Policy Area 3 provided that they contribute to the animation of a pedestrian connector linking 17 Avenue and 4th Street S.W., support a pedestrian oriented experience along 17 Avenue S.W., and demonstrate a transition in massing and height from high density development in the Beltline to lower density development south of 17 Avenue S.W.

Bylaw 9P2018

5

Density

5.1 Intent

1. To ensure densities are set at a level that delivers an adequate supply of redevelopment sites to meet expected demand for residential units and employment space.
2. To ensure densities are appropriate for the area in order to create livable neighbourhoods and vibrant mixed-use areas.
3. To balance higher-density development with public benefits and amenities.
4. To facilitate the preservation of historic resources and affordable housing and the provision of public spaces.

5.2 Density Areas

The Beltline has been categorized into areas of different density depending on the purpose and character of the area and an area's ability to accommodate higher densities. The different areas are shown on Map 4 and are described below. Table 5.1 provides a summary of the density area policies.

Density shall be measured by Floor Area Ratio (FAR). FAR means the quotient of the gross floor area of a building divided by the gross site area.

Area A:

Applies to areas that are Primarily Residential or are expected to be developed as predominantly residential areas. The base density is considered to be the minimum density required to create an adequate supply of redevelopment sites.

The maximum 7 FAR is considered the maximum density that can be "comfortably" accommodated with the provision of some offsetting public amenities or benefits.

Area B:

Applies to areas along major roads and adjacent to Primarily Residential areas. These areas are appropriate for higher density because of their proximity to transit and being located on the major north-south pedestrian and cycle routes into downtown. The additional density also helps support the commercial uses along the major streets. The base densities represent existing land use designations plus additional density to allow for more residential development. The maximum density of 9 FAR is desirable along these corridors provided new development is in the form of mixed-use buildings and some offsetting public benefits and amenities are provided.

Area C:

This is the highest density area of the Beltline. Its proximity to the downtown and along major transportation corridors makes this area appropriate for high density levels. The base density has been established to allow for significant development intensity to encourage the redevelopment of under-utilized sites. The maximum densities have been set at 8 FAR for commercial and 12 FAR for residential/mixed use. These levels indicate that this area is to become a mixed-use area and not a primarily office area to compete with the downtown office core. Although the density is significant, it can be accommodated provided higher-density developments provide some offsetting public benefits and amenities.

Area D:

Applies to the 17 Avenue South corridor. The density for the corridor recognizes its role as one of Calgary's main pedestrian-oriented retail streets and its ability to provide a transition from the high-density development in the Beltline to the lower density development to the south. Higher density is possible with bonusing east of Centre Street where the role of the street is less defined and is near the Victoria Park-Stampede LRT station.

Table 5.1 Density Areas

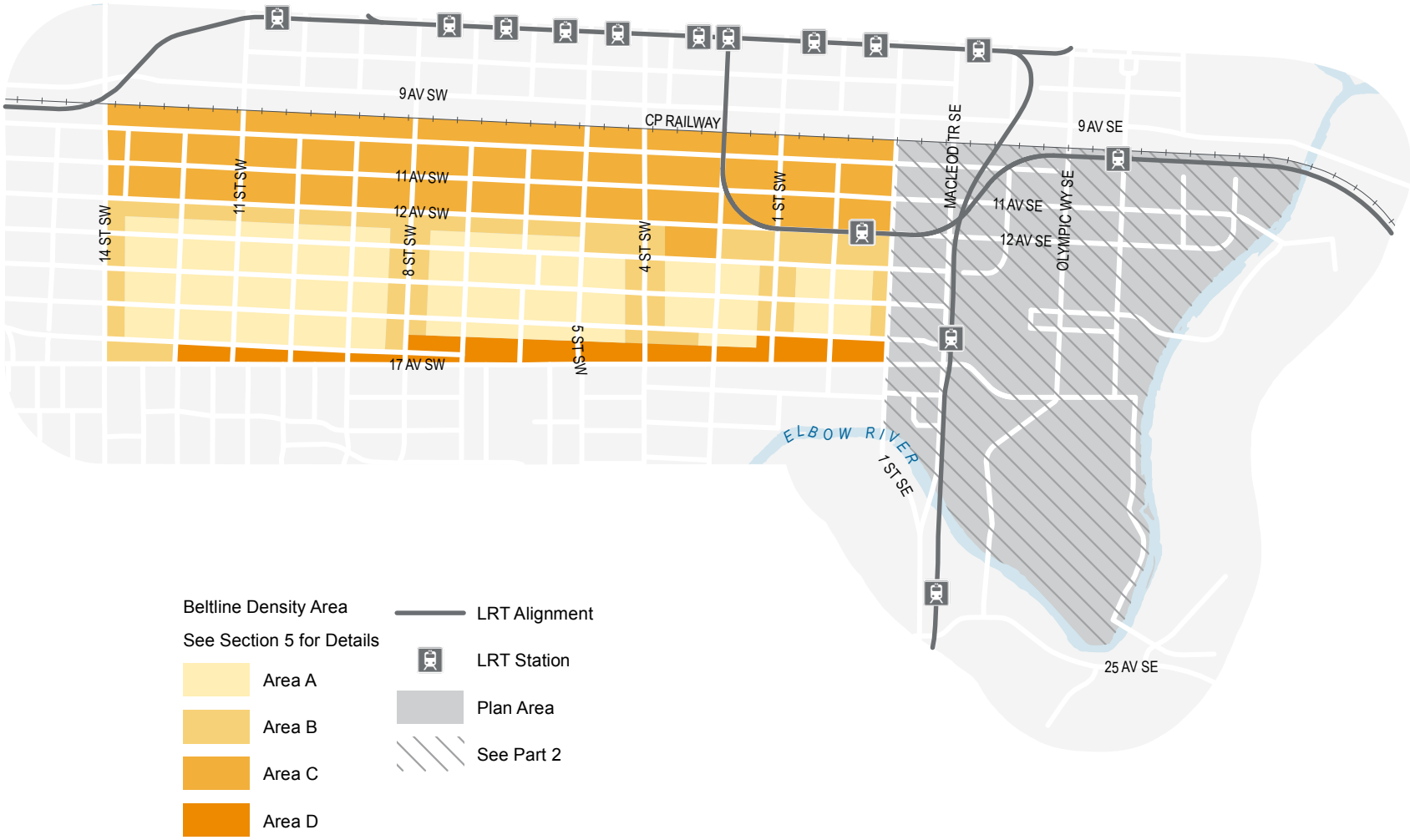
Density area	Base density (Floor Area Ratio FAR)	Maximum density with bonuses and transfers of density (in FAR)
A	5.0	7.0
B	*3.0 for Commercial West of Macleod Trail 5.0 for Commercial East of Macleod Trail 5.0 for Residential/mixed-use	*3.0 for Commercial West of Macleod Trail 8.0 for Commercial East of Macleod Trail 9.0 for Residential/mixed-use
C	5.0 for Commercial 8.0 for Residential/mixed-use	8.0 for Commercial 12.0 for Residential/mixed-use
D	3.0	3.0 West of Centre Street 4.0 East of Centre Street

Note: The maximum densities listed in Table 5.1 may be exceeded by up to 10% through a transfer of heritage density rights

***Subject to a land use redesignation, the maximum allowable commercial floor area may be exceeded when commercial uses are combined with arts and culture uses.**

Bylaw 20P2012

Map 4 Density Areas



This map is conceptual only. No measurements of distances or areas should be taken from the map.

5.3 Density bonusing

5.3.1 Principles

1. Density bonuses should only be established for items or features that provide a perpetual or enduring benefit to the community in which the density is being accommodated.

2. Density bonuses should not be granted for elements of building or site design that can be achieved or required through other means.

3. The amount of floor area granted through a bonus should be based on the additional monetary value added to the land as a result of the bonus and the cost to the developer of providing the bonus item.

4. Contributions and amenities achieved through bonusing are only a portion of what will be required to meet the needs of the Beltline as it grows. Other sources of funding will also be required.

5.3.2 Bonus schedule

Development sites can be developed up to the base density without providing any bonus items. In order to develop above the base density and up to the maximum density, developments may provide one or more bonus items in exchange for a defined amount of additional density. Any combination of items can be used to earn additional density, subject to the discretion of the Development Authority and the local context of the proposed development site. Details of each item are as follows:

1. Provision of community amenity space

   Description:

   Community amenity space is defined as floor area made available within the proposed development, in perpetuity to The City of Calgary, in a form acceptable to The City of Calgary for not-for-profit community purposes including but not limited to: offices, meeting rooms, assembly spaces, recreation facilities, educational facilities, cultural facilities, daycares and other social services.

   Rationale:

   With an increasing population, new facilities and new ways of delivering such facilities, need to be provided in order to create the necessary social infrastructure to foster the development of a strong community. Having such community uses within private projects can also be an advantage to the developer if the project is paired with a complementary use or group that fits the overall project objectives. For example, providing space for senior's programming in an adult oriented building or a gymnasium in a building targeted to a younger, active market may be of benefit to the developer and the community.

   Eligibility:

   Projects must provide physical space of a location, size and configuration that is acceptable to The City and the proposed user group when the proposed user group is not directly affiliated with The City of Calgary. The space must be secured by The City in perpetuity through ownership or other acceptable means. The City will then contract the space to specific user groups. Developers are encouraged to develop their own relationships with possible users or consult with The City of Calgary on potential users for community amenity space within their project.

   Bonus rate:

   The allowable bonus floor area will be based on the construction cost of the raw floor space and, where provided, any improvements to the space required by the proposed user. It does not include operating costs. Cost estimates shall be prepared by a Professional Quantity Surveyor. For example, if the cost to the developer to provide the space is $500,000 and the average land value per square metre of buildable floor area for the area is $270, then the amount of the bonus floor area will be calculated as follows:

Total construction cost / (Average land value x 75%) = Allowable Bonus Floor Area $500,000 / ($270 x 75%) = 2,469 m^2 Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

2. Provision of publicly accessible private open space

Description:

Publicly accessible private open space is defined as a portion of a private development site that is made available to the public through a legal agreement acceptable to The City, that is in a location, form and configuration and is constructed in a way that is acceptable to The City, based on the criteria identified in Appendix B or any other criteria that may be defined from time to time.

Rationale:

Actual acquisition of park and open space by The City should not be relied on to build the entire open space network over time. Opportunities often exist to utilize private lands for public purposes that can benefit both the private development and the public. Such arrangements can help mitigate density impacts on both an individual site or the cumulative impact of density in a broader area.

Eligibility:

Any development that can provide a publicly accessible private space that is in a location, form and configuration that is acceptable to The City is eligible for this bonus.

Bonus rate:

The bonus is based on the cost of construction (excluding land costs) of the proposed space to be accessible by the public. Cost estimates shall be prepared by a Registered Landscape Architect or Professional Quantity Surveyor. For example, if the cost to the developer to construct the space is $500,000 and the average land value per square metre of buildable floor area for the area is $270, then the amount of the bonus floor area will be calculated as follows:

Total construction cost / (Average land value x 75%) = Allowable Bonus Floor Area $500,000 / ($270 x 75%) = 2,469 m^2

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

3. Provision of affordable housing units

Description:

Affordable housing units are defined as nonmarket housing units owned and operated by a housing provider approved by the General Manager, Planning and Development to provide nonmarket housing, provided within the proposed development.

Rationale:

As allowable densities increase, so does the likelihood that smaller, affordable rental apartment buildings will be redeveloped to higher-density uses. Providing for some affordable housing units within new developments will help off-set the loss of existing affordable housing.

Eligibility:

Any new development that can, in perpetuity, provide housing units within a proposed development in a number, location and of a design acceptable to The City or other bona fide non-market housing provider recognized by The City, is eligible for this bonus.

Bonus rate:

The allowable bonus floor area will be based on the total construction cost of the units to a standard acceptable to The City. Cost estimates shall be prepared by a Professional Quantity Surveyor.
For example, if the cost to the developer to provide **1000 m^2 of affordable housing units** is $500,000 and the average land value per square metre of buildable floor area for the area is $270, then the amount of the bonus floor will be calculated as follows:

Bylaw 52P2008

Total construction cost / (Average land value x 75%) **+ gross floor area of affordable housing units =** Allowable Bonus Floor Area $500,000 / ($270 x 75%) **+ 1000 m^2 = 3,469 m^2**

Bylaw 52P2008

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

Maximum densities still apply.

Bylaw 52P2008

4. Heritage designation

Description:

A building or portions of a building are designated as a Municipal Historic Resource.

Rationale:

As allowable density increases, the pressure to redevelop heritage sites also increases. To counterbalance this situation, incentives are required to preserve and re-use heritage resources.

Eligibility:

A heritage resource on a proposed development site must be designated a Municipal Historic Resource. The upgrade to the structure shall be consistent with the standards and guidelines for the Conservation of Historic Places in Canada and to a degree that will allow for residential or commercial occupancy under the Alberta Building Code. Any cost estimates for the preservation, rehabilitation or restoration shall be submitted by the applicant and prepared by a Registered Architect with demonstrated experience in heritage conservation. Agreement on the cost estimates shall be determined through negotiations with the applicant and the Senior Heritage Planner.

Bonus rate:

The amount of additional floor area that may be earned through the preservation of heritage features will be determined through negotiations between the owner/developer and The City, based on the overall cost of the preservation, rehabilitation or restoration and any other related costs, depending on the specific circumstances of each building. As with other bonus items, the floor area bonus will relate to the average land value per square metre of buildable floor area for the area. For example, if the total cost is determined to be $500,000 and the average land value per square metre of buildable floor area for the area is $270, then the amount of the bonus floor area will be calculated as follows:

Total cost / (Average land value x 75%) = Allowable Bonus Floor Area $500,000 / ($270 x 75%) = 2,469 m^2

Any bonus floor area over and above the maximum allowable FAR for the subject property will reside with the property through an agreement acceptable to The City and may be transferred or sold to other sites within the Beltline.

5. Contribution to the Beltline Community Investment Fund

Description:

The BCIF is a fund to be used for projects within the Beltline related to public realm improvements, including but not limited to: park acquisition, park design, redevelopment or enhancement, streetscape design and improvements within City rights-of-way, implementation of urban design strategies and public art on public land. Projects to be funded in whole or in part with BCIF monies should, where possible, be included within the approved Capital Budget. Where possible, projects will be funded through multiple sources including mill rate support. It is an objective of the Fund to implement projects throughout the Beltline.

Rationale:

As development intensity increases, there is increased demand placed on public parks and open spaces, sidewalks, lanes and roads. In order to provide both existing and future residents with a quality public environment, additional park and open space and enhanced existing spaces and facilities will need to be provided. Providing high-quality pedestrian and cycling facilities will also minimize the potential number of automobile trips and maximize transit, pedestrian and cycling trips. Upgrading the public environment will make the Beltline a more attractive residential and business location and, as a result, will assist in allowing the Beltline to reach its full potential.

Eligibility:

Upon creation of the BCIF, any development proposing to build above the base density allowed for the subject site is eligible to make a contribution to the BCIF. The contribution may be one component of a larger package of bonus items.

Bonus rate:

The amount of the contribution will be calculated at the time of development permit approval based on the average land value per square metre of buildable floor area as established by The City. For example, if the average land value for the area is equal to $270 per square metre of buildable floor area, and a developer is proposing to build 1,000 m^2 of floor area above the base, then the amount of the contribution will be calculated as follows:

Average land value x Proposed amount of bonused floor area = Contribution

$270 x 1,000 m^2 = $270,000

Bylaw 1P2012

This contribution amount represents what a developer would, on average, have to pay for the additional land within the Beltline necessary to support the additional floor area.

5.3.3 Administration of the Beltline Community investment fund

The BCIF will be established by Council and administered by a Committee with a Terms of Reference and membership to be approved by Council. The Committee should have a core membership from the following City Business Units: Land Use Planning and Policy, Corporate Properties and Buildings, Parks, Recreation, Urban Development, and Transportation. Additional membership could include other stakeholders within the Beltline Community who have an interest such as Business Revitalization Zones and Community Associations. Each year, or as is necessary, the Committee will prepare a list of priority projects for funding that will be approved by Council and, where possible, through the Capital Budget.

5.3.4 Establishing the Average Land Value per Square Metre of Buildable Floor Area

The actual dollar amount used to represent the average land value per square metre of buildable floor area in the bonus floor area calculations will be approved by Council, reviewed annually and updated as necessary in order to represent changing market conditions, i.e., the amount could be increased or decreased. Where appropriate, the dollar amount may be different for different areas of the Beltline where market conditions are significantly different.

5.4 Density transfer

5.4.1 Density transfer for heritage preservation

1. Source sites:

   Unused density rights on an individual lot, created as a result of the formal designation of a building as a Municipal Historic Resource may be transferred or sold to another development site or sites within the Beltline. No limit shall be placed on the amount of density rights that can be assigned to, or transferred from, a designated site. At a minimum, the unused density shall be determined by subtracting the existing floor area from the total maximum allowable floor area. For example, for a 1,500 m^2 site in Density Area A that contains a 6,000 m^2 building on the heritage inventory, the minimum unused density upon formal designation would be calculated as follows:

   (Site Area x Maximum Density) – Existing Floor Area = Minimum Unused Density (1,500 m^2 x 7.0 FAR) – 6,000 m^2 = 4,500 m^2

   Additional unused density rights may then be assigned over and above the 4,500 m^2 based on the bonus determined under section 5.3.2, subsection 4 Heritage Designation. These unused density rights shall be secured through an agreement acceptable to The City and where possible, registered on title.

2. Receiving sites:

   Sites receiving heritage density transfers may exceed their maximum allowable floor area by up to 10 percent, provided the additional 10 percent is entirely the result of a heritage density transfer. For example, if a site in Density Area A with a maximum allowable density of 7.0 FAR can achieve a floor area of 10,000 m^2, the development could achieve 11,000 m^2 provided the additional 1,000 m^2 is the result of a heritage density transfer. Until the ARP is implemented through City-initiated land use redesignations, receiving sites must obtain a site-specific Land Use Redesignation, implementing the overall ARP Density provisions, in order to implement this provision.

   Receiving sites may exceed their maximum allowable floor area by more than 10 percent with a heritage density transfer subject to a comprehensive evaluation through a Land Use Redesignation. The additional density must be appropriate and supportable given the local site context.

5.4.2 Density transfer for public open space

Where the Plan supports dedicating private land to The City as a public open space such that The City is the legal owner of the open space and that the site is in a location and of a size and configuration acceptable to The City, the unused density from the lands to be dedicated may be transferred to another site within the Beltline at a rate of 2.5 times the allowable floor area as set out for the Base Density specified in Table 5.1. For example, if the lands to be dedicated were allowed a total floor area of 1,000 square metres, then 2,500 square metres of floor area can be transferred to another site.

Sites receiving density transferred from a dedicated public open space may exceed the maximum density as specified in the applicable Density Area found in Table 5.1, subject to a comprehensive evaluation through a Land Use Redesignation. The additional density must be appropriate and supportable given the local site context.

6

Beltline Public Realm Plan

Introduction

The image of every city, especially inner city and downtown communities, is defined by the quality of its public realm–its streets, boulevards, public squares, parks, riverfronts, and public art–as well as the urban vitality and economic vibrancy that is generated and contained in the public realm. Over the years, public and private investment in the public realm of inner-city communities has declined such that there has been little or no opportunity to revitalize and improve this realm, each reducing the other. The Beltline Public Realm Plan is intended to provide design and implementation strategies to allow the opportunity for this realm to be enhanced over time, and therefore, protect and enhance this valuable component of the Beltline community.

The purpose of the Public Realm Plan A well planned, designed and maintained public realm attracts people, evokes a powerful sense of place, community pride and instant recognition. It serves as a powerful economic catalyst and helps to sustain and enhance the economic and social heart of inner-city communities. In today's global competition for an educated workforce, cities are recognizing the importance and value of place-making and creating a high-quality public realm. The Beltline's identity, culture and spirit cannot readily be separated from the physical appearance of its public realm. This is even more important if the community seeks to intensify and create a high-quality living and working environment in an inherently more complex context.

The Beltline consists of both the public and private realms. Access to private land is ensured through an extensive network of publicly owned and controlled streets and other linkages. This relationship of the public and private realm is fundamental to the existence of cities, therefore, related to ownership, the public realm can be classified into two forms which are public open spaces and semi-private spaces. From an urban perspective the public realm is a synthesis of public and private domains, the private realm providing enclosure, creating the wall of the "room", the public realm the "floor" and together the "stage".

Given this public realm ownership, the Public Realm Plan will serve the following two purposes for the Beltline community:

- To guide public investment decisions; and
- To guide private development requirements.

What is the Public Realm Plan?

The Public Realm Plan is a comprehensive plan of special places, linkages, interfaces and the building form which are fundamental to the creation of a functional, visually attractive and safe public realm. In order to provide livable and vibrant neighbourhoods in the Beltline, different kinds of places, linkages, interfaces and building forms will be needed. The type, size, location, uniqueness of use and design of special places will need to correspond to the land use and higher populations in the Beltline. Given that the linkages (the avenues, streets, rear lanes and enclosed linkages) are the foundation of the Beltline's character they will be a critical component to the quality of living in this high-density urban environment. The building form, be it civic or private, with generic or landmark qualities will form and shape the linkages and special places as well as be important for the creation of a sense of place and human scale enclosure.

The Public Realm Plan is a comprehensive plan of key components to improve the quality of the public realm for residents, employees and visitors to the community. The Public Realm Plan is divided into three key components: public, semiprivate and building form. The public components are Places (public open spaces and buildings) and Linkages (the carriageway, sidewalk and rear laneways). The semi-private component consists of Interfaces which includes front setbacks and other private open spaces with public easements. The building form component is the buildings which are a private realm component that incorporates the façade and the building form as they serve to enhance the public and semi-private spaces and therefore, make up a comprehensive public realm.

6.1 Public Components

The two public components of the Plan are special places and linkages. Public open spaces must be created and designed primarily for people who live, work, and play in the Beltline. The success of the public realm will depend on everyday users such as the residents and employees that support local businesses and activities. Vibrancy within the public realm created by local residents will then attract additional visitors and add to the local success of the community.

Improved public linkages will provide space for different modes of movement, tie together complex activities in the community and create an environment where everybody feels comfortable and safe. By creating higher-quality linkages, a sense of place will be established as well as additional support for the economic and social activities of the street.

Major public buildings play an important role in fostering civic identity and pride of place. As such, existing and future public buildings and structures should continue to be key elements in the Beltline community. Such places are exemplified in the Lougheed House, Central Memorial Park Library, Connaught School, Central High School (known as the Carl Safran Centre), Stampede Roundup Centre, the Saddledome, the bridge over the Elbow River and other religious, cultural and recreational facilities.

Future public buildings should have a landmark quality. The siting of new buildings of broader civic and cultural significance should be on prominent sites that support their landmark status (e.g., the termination of a street, at the intersections of major avenues and streets).

Existing and future public buildings should be of the finest architectural design, quality of materials, and most importantly these buildings should have a high-quality public realm and interface attached to them.

The planning, design, construction and maintenance of public places, linkages, and buildings is complex, but if properly executed, a functional and visually attractive public realm is achievable. Due to the high cost involved in planning, implementation and the maintenance of public open spaces, it will be impossible to always achieve a "special character" with the highest quality in all places and with the ideal spatial disbursement, size, materials and features. Therefore, the majority of the public realm will have a generic character with a long-term desire to improve the quality from being simply generic to a more special quality.

One last important element is that of public views, specifically, views that can be observed from public places. Examples include the view up Centre Street S to the Calgary Tower, the view down 1st Street S.W. to St. Mary's Cathedral, views down streets and avenues toward the surrounding escarpments and views of important buildings such as schools, churches or other landmark structures.

This Plan has not analyzed this issue in any detail, but it is something that requires consideration during the evaluation of new development.

6.1.1 Places

The Beltline currently has several existing special places however, the opportunity exists to enhance and build upon this portion of the public realm with new types of places to create a more cohesive and vibrant public realm network. It will be comprehensive development of urban and green spaces and the public linkage system that will create a vibrant and diverse public realm to meet the needs of the urban densities in the community.

The following two types of existing and future types of "place" should be incorporated into the Beltline community:

- Urban places; and
- Urban parks.

A 450 metre walking radius was established for each existing urban place and park in the Beltline. This information was then analyzed to identify locations in the Beltline that were inadequately served by public "places." See Map 1 in Appendix B for existing places and locations for possible new places. Actual locations and types of new places should be further analyzed in conjunction with the Open Space Strategy for Established Communities referred to in Section 4 of this Plan.

6.1.1.1 Urban places

Intent

To enhance existing urban places and provide a significant number of new urban special places in order to develop a more cohesive, diverse and vibrant public realm.

Policies

1. A variety of urban place types should be provided throughout the Beltline. Examples include squares, plazas, courtyards, malls and sidewalks. See Appendix B for details on possible types and design of these places.

2. The following are considered key opportunities to provide new places:

- In the vicinity of the Calgary Tower
- Connaught School site
- Central High School (Carl Safran Centre) site

   This list is not finite and there will be other opportunities and locations over time.

3. Where the opportunity exists to provide pedestrian connections through a block, a plaza should be provided on the south side of the block to act as a forecourt to the connection. Wherever possible, such plazas should be edged with retail, commercial or other uses at-grade that generate pedestrian activity and offer natural surveillance.

4. Southeast and southwest corners of blocks are preferred locations for plazas. Wherever possible, such plazas should be edged with retail, commercial or other uses at-grade that generate pedestrian activity and offer natural surveillance.

5. Large scale and comprehensive mixed-use development/redevelopment are encouraged to provide courtyard spaces as part of their overall site. These courtyards may be public space, publicly accessible private space or entirely private space. These spaces should be visible from public streets and lanes.

6. Where opportunities exist to connect into the +15 system on the north side of 10 Avenue, appropriately scaled squares or plazas should be provided at street level in order to increase the legibility of the +15 entrance connection.

7. New and improved public spaces should be provided in conjunction with existing or new LRT stations or other significant transit stops or terminals. Where possible, this could be in the form of transit malls.

8. Priority for improved and where possible, widened sidewalks shall be placed on:

- 1st Street S.E.
- 4, 8, 11 and 14 Streets S.W.
- 10, 11, 12 and 17 Avenues

9. A wide range of strategies should be considered for the acquisition and provision of new places including, but not limited to, land purchase by The City of Calgary, through redevelopment of public and private sites, or through the use of public access easements over private lands.

6.1.1.2 Urban parks

Intent

To protect and significantly enhance the quality of the significant historical and neighbourhood parks while providing additional urban park types to create a more diverse urban park system within the community.

Policies

1. A wide variety of urban parks should be provided throughout the Beltline: historic parks (cultural landscapes), neighbourhood parks, linear parks, urban parkettes/pocket parks, urban rock gardens, indoor winter gardens, green roofs, community vegetable/flower gardens. See Appendix B for Definitions and Design Guidelines for each of these urban parks. Actual locations and types of new places should be further analyzed in conjunction with the Open Space Strategy for Established Communities referred to in Section 4 of this Plan.

2. Identify a preferred location for a neighbourhood park in the Victoria Park neighbourhood.

3. Priority shall be placed on the preservation, enhancement and creation of urban park types in the following locations:

   - Historic Parks: Central Memorial Park, Haultain Park and Lougheed House/ Beaulieu Gardens; and
   - Central High School (Carl Safran Centre) site and Connaught School sites.

4. Preserve, redevelop and enhance all existing neighbourhood parks in the community and provide new locations in all neighbourhoods.

5. Consider green roofs or other types of above-grade outdoor spaces as a creative way to create new park space, particularly in circumstances where some measure of public access can be provided.

6. Community gardens should be considered and accommodated on pieces of undeveloped public or private land where they can provide good accessibility for residents. Locations near significant residential density are preferred.

6.1.2 Linkages

Linkages are defined as the realm that includes the vehicle carriageway, public sidewalks and boulevards (from curb to property line), setbacks, rear laneways, private laneways with public access easements or elevated pedestrian or cycle pathways (such as the +15 system).

Linkages are critical elements of a public realm plan. It is what happens in this realm that can significantly enhance the livability and vitality within the community.

Linkages are fundamental ordering devices of City building and they are intended to accommodate new development; provide flexible transportation alternatives and a comfortable, green, animated and safe pedestrian environment as well as integrate a range of land uses.

The quality of linkages in the Beltline have suffered from a lack of attention and they will require considerable improvement in order to support the anticipated growth in population and activity within the Beltline that is one of the principal goals of this Plan.

The following three types of linkages have been identified in the Beltline community:

- **Streets** are the east/west oriented Avenues and north/south oriented Streets that connect the Beltline with other parts of the Centre City and The City as a whole.
- **Lanes** are the east/west oriented rear laneways that vary in characteristics depending on whether they serve residential, commercial or mixed uses.
- **Pedestrian connectors** are at-grade or at the +15 level, open or covered pedestrian or cycle linkages through large public or private, residential, commercial, or mixed-use blocks.

It is important to note that the purpose of categorizing these linkages is for the purpose of determining overall streetscape character and design. It does not replace the Inner City Transportation Study or the City Road Hierarchy with respect to the function of the road from a vehicle movement perspective (see Appendix C for a map of the Road Hierarchy).

6.1.2.1 Streets

Intent

Streets, including underpasses, are to accommodate all movement modes - pedestrians, bicycles, cars, service and delivery vehicles and public transit vehicles (buses, LRT). Streets should provide a high standard of design for all elements including the carriageway, sidewalk, boulevard, setbacks, urban furniture, civic art and wayfinding treatments to enhance the mobility and social activities that take place along these linkages.

Policies

1. Streets will be identified as Boulevards, Commercial Streets, High Streets, Green Streets, Residential Streets and Bridges/Underpasses (see Map 5). See Appendix B for Definitions and Design Guidelines of each of the primary linkages. As the character of a street or its surrounding context evolves, streets may be reclassified to better reflect their function. For example, over time, 8th Street S.W. may become a candidate for special landscaping treatments because of its wide right-of-way and evolving land use context.

2. Streets will be incrementally redeveloped based on a Street Master Plan which will be a comprehensive plan for the existing right-of-way cross-section, setbacks and land uses. The development of these plans should consider the Design Guidelines in Appendix B for each linkage type and shall involve all relevant City Business Units and Utilities.

3. Portions of a linkage that may be reconstructed prior to the completion of a Street Master Plan should consider the design guidelines in Appendix B.

4. A review of bylawed setbacks shall be considered in conjunction with the preparation of a Street Master Plan and when and where it is determined that they are no longer needed they may be removed. (See also Section 7 – Transportation).

6.1.2.2 Lanes

Intent

Lanes are to provide an efficient integration of service facilities (such as loading and delivery), and car and pedestrian access into existing and new developments. In addition to their functional role, lanes should also be designed and upgraded for safety and aesthetics. For the purpose of this Plan, lanes refer to the area between buildings on either side of and including the public right-of-way.

Policies

1. All lanes in the Beltline shall be retained and improved. Principal improvements including paving and lighting. Such improvements should be addressed at the time of redevelopment of adjacent properties, through a City-initiated improvement program or combined with the upgrading or replacement of other utilities or services.

2. All new development/redevelopment shall utilize rear laneways for access and other service functions.

3. Lane closures may be considered where the closure can assist in the achievement of other urban design objectives of this Plan.

4. Examples include creating longer block faces along north-south streets to enhance the pedestrian and cycling streetscape or to assist in the creation or expansion of a park or plaza. Any possible lane closure shall also consider impacts on circulation, access and service functions of properties in the immediate vicinity.

Laneways shall provide the opportunity for alternative pedestrian entrances and additional landscaping. Given the narrow lane rights-of-way in the Beltline, this may include providing the landscaping or pedestrian paths or sidewalks on private lands when adjacent lands redevelop.

6.1.2.3 Pedestrian connectors

Intent

Pedestrian connectors physically link buildings and places between and within the urban block. Connections may be perpendicular or at a diagonal from streets or lanes. On an opportunity basis, Pedestrian connectors shall provide links at-grade or via +15 and +30 bridges and shall be well landscaped, lined with commercial or other active uses or a combination of both.

Policies

1. A variety of walkways/passages (at-grade/open), +15 and +30 linkages/bridges, arcades/colonnades, gallerias, and urban bike pathways shall be provided, on an opportunity basis. The design of such facilities shall refer to the design guidelines in Appendix B.

2. Linkages to the downtown +15 system are only required from lands on the north side of 10 Avenue. Other +15 connections may be considered on their own merits where they can meet specific objectives of this Plan. One example would be to link buildings to LRT stations.

Map 5 Street types

This map is conceptual only. No measurements of distances or areas should be taken from the map.

6.2 Semi-Private Components

The two semi-private components are interfaces (between public and private land) and publicly accessible private spaces. In many cases the semi-private realm has not created a visually attractive or a functional public realm and has generally provided little public benefit. A lack of clear architectural vision or a strong landscape design theme, a lack of functional and aesthetic coordination between the public and private realms, as well as the use of locations without direct sun access, have resulted in unused and undesirable public and private spaces. One is to re-think how those places may be re-designed/ revitalized to create highly attractive and useable streetscapes now and in the future. Public rights-of-way have a very limited space for the provision of generous and visually attractive pedestrian environments. In the not so distant past, car movement had the priority over pedestrians. However, there is a new understanding and desire to create a better balance between vehicular movement and pedestrian movement through a new integrated public/ private treatment of the pedestrian realm. A seamless integration of the public and private components of the public realm will be achieved through new design standards for sidewalks, boulevards and the interface (private front yard setbacks and other private open spaces). The use of a variety of interface, sidewalk and boulevard treatments and the possibility to combine them in different configurations should ensure a great variety of design solutions and pedestrian experiences.

Occasionally, private developments have publicly accessible open spaces in the form of open spaces, linkages and buildings. These are primarily built to satisfy the needs of the tenants of the private development, but these spaces, uses and features should also be planned to be shared with the general population. Some publicly accessible private buildings fall into categories of special places, either because of their architectural quality, the quality and design of surrounding landscaped spaces, or because of the specific activity within the building. Such special places should be fully considered and integrated in the Beltline public realm with public linkages.

6.2.1 Interfaces

The space or front setbacks between the building façade and the public sidewalk/boulevard are a very important part of the image and character of the public street. In the Beltline, front setbacks typically vary from 6.0 m in residential areas to 0.0 m along commercial streets. Because the buildings in many cases are not built to the property line, these interface spaces provide the opportunity for a variety of treatments that can be coordinated with the public components (places and linkages).

Intent

To provide a clearly programmed, legible and cohesive pedestrian environment between the sidewalk and the building to better clarify its role and ownership resulting in a safer and more cohesive environment.

Policies

1. All new and redeveloped properties shall design the front setback treatment to complement and integrate with the public realm treatment of sidewalks and boulevards. See Appendix B for definitions and design guidelines for front setbacks.
2. Front setbacks located on Residential Streets or Green Streets should be maintained as landscaped gardens that provide proper spatial and visual integration with the public sidewalk. Design elements within these setbacks may take the form of raised terraces, fences and multi-layered landscaping. It must ensure sufficient privacy and safety for ground floor residential units.
3. Front setbacks located on Boulevards, Commercial Streets or High Streets should, where possible, incorporate trees or other "urban" planting treatments with hard-surface treatments and may accommodate a variety of commercial activities, including restaurant patios, display areas and entrance plazas. These areas should not include extensive use of grass surfaces.
4. The required depth of a setback should provide flexibility in order to address the immediate local streetscape context and the proposed use and function of the street level building uses. For example, street level residential should have some setback from the sidewalk, whereas retail spaces may be built up to the sidewalk. Table 6.1 provides guidelines for the determination of an appropriate setback requirement depending on the type of street that it fronts.

In using Table 6.1, the following additional principles should also be considered:

- Principal building facades should generally be located within the minimum range.

- Deeper setbacks should have clearly defined functions, such as outdoor patios or part of an arcade or colonnade and should still create a strong edge condition along the sidewalk to define the public/private space.
- Corner locations are well suited to incorporate deeper setbacks in order to open up pedestrian views and provide additional space for pedestrian assembly such as where a transit stop may be located.

Figure 6.1 illustrates how different setbacks can be combined while still maintaining unity along the street.

Table 6.1 Setback guidelines **from a street Bylaw 52P2008**

Street type (See Map 5)	Guidelines for minimum and maximum setback requirements	
	Minimum (m)	Maximum (m)
Boulevard	1.5 – 3.0	6.0
Commercial Street	1.5	3.0
High Street	0.0 – 1.5	3.0
Residential Street	3.0 - 4.5	6.0
Green Street	3.0 - 4.5	6.0

6.2.2 Publicly accessible private spaces

Publicly accessible private spaces serve a special purpose. These spaces help tie together the linkages, resulting in a comprehensive and connected public realm of special places.

Intent

To enhance existing publicly accessible private spaces and provide the opportunity for new spaces that will better connect the public realm system and enhance the vitality and diversity of the public realm for the community.

Policies

1. Atriums, corner plazas, and street corners shall, on an opportunity basis, be provided and/or upgraded in existing buildings as per Appendix B definitions and design guidelines for publicly accessible private spaces.

2. Wherever appropriate, new developments are encouraged to include atriums as a design element and provide co-ordination and integration of access to and from the public realm.

3. Corner plazas should only be located on the southeast and southwest corners of a block and be designed to integrate with any new public realm standards (e.g., streetscape designs).

4. New corner developments should incorporate deeper front setbacks on all corners and provide full integration with the new public realm standards.

5. Semi-private open or enclosed mid-block connections in the form of walkways, atria or gallerias should be provided as part of major redevelopments. These features provide desirable connections and can be an opportunity for additional commercial activities.

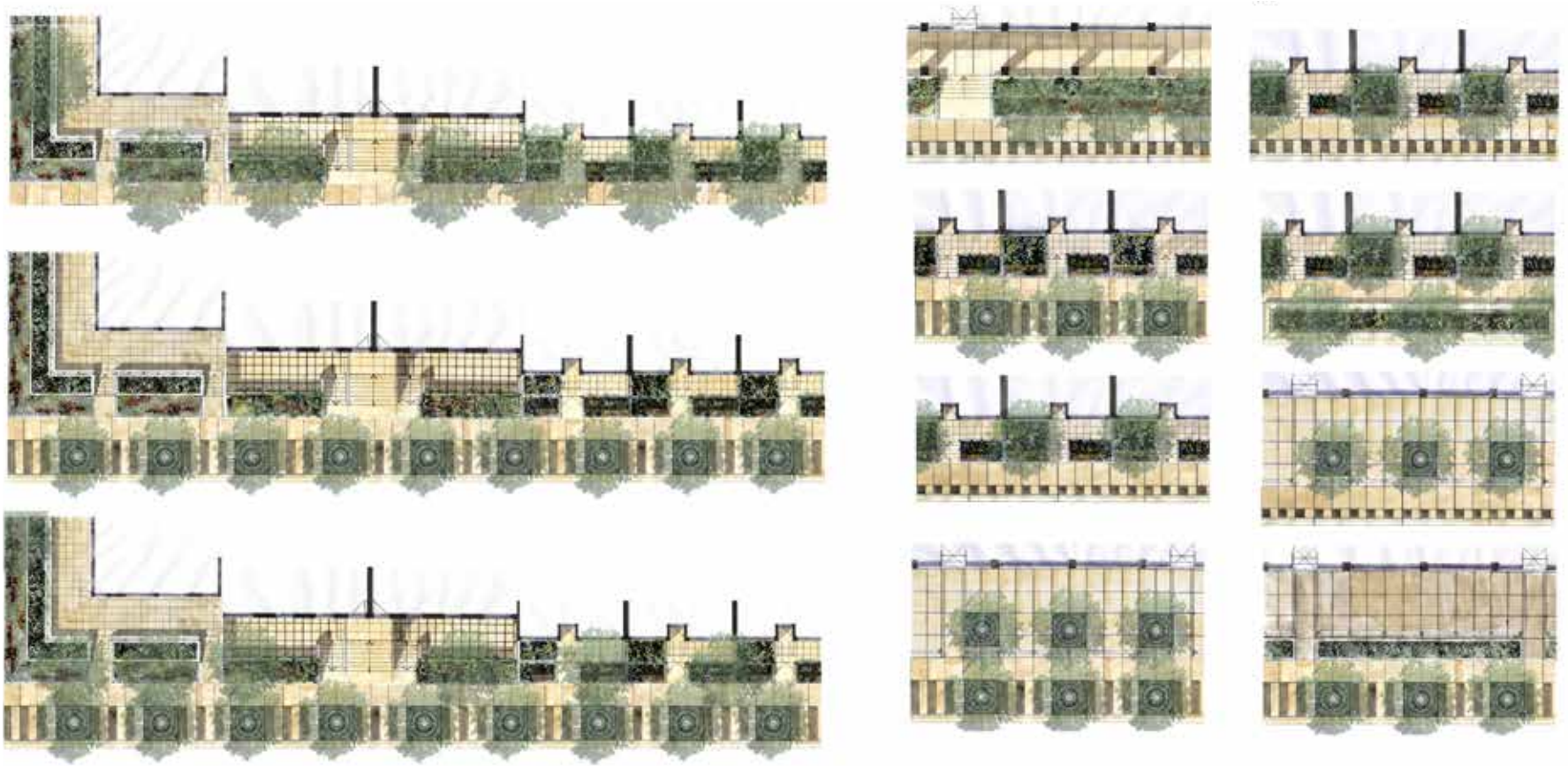
6.3 Buildings

The Beltline area is developed with three generations of buildings. Dramatic change in the last 30 years has contributed to the eclectic character of building forms, scale and massing, and landscape treatments. This mix of lot sizes and building form has both positive and negative influences on the urban environment. On the positive side, a variety of building forms supports the diversity and vitality of the neighbourhood. On the negative side, there are examples where developments can be detrimental to surrounding private lands and the public realm.

Examples of this are: the sometimes random and inappropriate use of taller buildings; the creation of poor relationships between buildings and the street, and between new buildings and existing buildings; and where the massing and orientation of buildings are out of context with the immediate area.

The intent of this Plan is to ensure that every future development site has reasonable development opportunities while respecting the community context and adjacent properties. Sound urban design principles will provide more certainty for property owners, developers and the community, as well as simplify the planning and development process. These urban design principles shall provide a basic framework for creative and innovative architectural solutions as well as for a more consistent and coherent urban environment. Illustrations of some of the policies are found in Appendix D.

Figure 6.1 Setbacks



6.3.1 Variety of building form

Intent

To provide for variety in the building form of new developments while recognizing that building form is a function of many variables including land use, lot patterns and sizes, location, character and access.

Policies

1. New developments should continue to reflect the eclectic character within the Beltline.

2. New developments may take many forms including, but not limited to, the following types:

   - Low-rise buildings (0 - 4 storeys);
   - Mid-rise buildings (4 - 12 storeys);
   - High-rise towers (over 12 storeys);
   - Perimeter blocks (low and mid-rise);
   - Low and mid-rise perimeter blocks with a high-rise component;
   - Street townhouses (on their own or in conjunction with other building forms);
   - High-rises on low or mid-rise podiums;
   - Mews development on rear lanes and other linkages; and
   - Appropriate combinations of the above or types that may be developed in the future.

6.3.2 Fit within the community context

Intent

To provide building forms that are an expression of their time and employ timeless architectural principles rather than the replication of historic styles. New building forms must contribute to the sense of pedestrian comfort and aesthetic interest and allow for the creation of healthy and livable neighbourhoods.

Policies

1. New building forms should be located and planned to fit with neighbouring buildings, surrounding urban blocks, the neighbourhood and community as well as frame and support special places and linkages.

2. The base of a building shall be located generally parallel to the street or along the edge of a park or open space with a flexible building setback. This flexibility may include gradual changes of setbacks when deemed appropriate to ensure better overall streetscape design.

3. Building edges that are oriented toward a public right-of-way or park should be lined with uses that create activity and provide natural surveillance.

4. On corner sites, the building form shall be oriented to both adjacent street frontages with both elevations given equal importance.

5. The main building entrances shall be located so that they are clearly visible and identified and directly accessible from the public sidewalk.

6.3.3 Amenity spaces

Intent

To provide amenity spaces in new developments that will enhance adjacent places and linkages and make these areas attractive, comfortable and safe for pedestrians.

Policies

1. New developments shall provide landscaped open space or enclosed landscaped space (e.g., indoor gardens or atriums) that is available for the use of residents or tenants. Such spaces may be located at or above grade level. Where appropriate, these spaces could be made physically or visibly available to the public, in order to enhance the public realm.

2. Art or water features should be considered as part of the amenity space to make the building and its open spaces more attractive and interesting.

3. Landscape improvements in setback areas should be coordinated and integrated with existing or planned streetscape improvements in the public right-of-way in order to create attractive interface/transitions from private to public realms.

4. Canopies or other architectural features that are integrated with the overall building design should be provided to protect pedestrians from inclement weather.

5. Where required, or proposed by a development, improvements to the adjacent right-of-way, should be consistent with or complementary to any approved streetscaping standards.

6.3.4 Service, access and parking areas

Intent

To locate and organize vehicle parking, vehicular access, service areas and utilities in new developments to minimize their impact on the property and surrounding properties, and to improve safety and the attractiveness of adjacent streets/linkages and special places.

Policies

1. Use existing rear lanes where they are available and create shared service areas when feasible.

2. Minimize the impact of access points on the pedestrian streetscape by keeping access widths to a minimum (consolidating with adjacent access points where possible) and using architectural or landscape treatments to minimize the visual impact of building openings and ramps, especially when viewed from public spaces.

3. Loading and garbage pick-up functions are encouraged to be incorporated entirely within commercial and mixed-use buildings.

4. Integrate services and utilities entirely within the building.

5. All parking areas shall be concealed from view from public spaces and ideally are located underground. Above ground or at-grade parking may be considered as provided for elsewhere in this Plan.

6.3.5 Building height, shadow protection and wind impact studies

Intent

To provide for flexibility in building height in order to achieve both public and private design objectives.

Context

This Plan does not define any specific height limitations, thereby allowing new development considerable design flexibility to meet both public and private design objectives. However, at the same time, the Plan recognizes that tall buildings do have environmental impacts on the public realm. Specifically, height impacts include: disruption or blocking of public views, shadowing of public spaces and linkages, effects on local micro-climate, particularly with respect to wind, and changes to the overall skyline as seen from different public views.

Policies

1. To assess shadow impacts, all development applications will be required to submit a detailed shadow analysis. The analysis shall show shadow impacts between the hours of 10:00 a.m. and 4:00 p.m. as measured at various times of the year (specifically, between March 21 and September 21).

2. The impact of shadows on historic landscapes or architecture that depend on sunlight for their significance, such as important natural features or vegetation or stained glass windows shall be considered and evaluated through the development application process.

3. Pursuant to this Plan, shadow protection envelopes may be developed for specific public spaces and linkages. The following are identified as strategic locations that require shadow protection:

- Parks, pathways, open spaces and school sites;
- Sidewalk areas along the following corridors: 17 Avenue, 13 Avenue, 11 Avenue, 11 Street S.W., 8th Street S.W., 4th Street S.W., Centre Street and 1st Street S.W.

4. The following specific shadow protection guidelines apply:

a. Central Memorial Park

Developments in the vicinity of the Park should not cast shadows over any sensitive historic landscape, architectural feature or park space that depend on sunlight for their significance or function. At a minimum, new buildings shall not cast shadows beyond a line measured 20 metres into the park, parallel to any exterior property line between the hours of 10:00 a.m. and 4:00 p.m. on September 21.

b. Haultain Park

Developments in the vicinity of the Park should not cast shadows over any sensitive historic landscape, architectural feature or park space that depend on sunlight for their significance or function. At a minimum, new buildings shall not cast shadows beyond a line measured 20 metres into the park, parallel to any exterior property line between the hours of 10:00 a.m. and 4:00 p.m. on September 21.

c. Beaulieu Gardens/Lougheed House

Developments in the vicinity of the Park should not cast shadows over any sensitive historic landscape, architectural feature or park space that depend on sunlight for their significance or function. At a minimum, new buildings shall not cast shadows beyond a line measured 20 metres into the park, parallel to any exterior property line between the hours of 10:00 a.m. and 4:00 p.m. on September 21.

5. More detailed shadow protection guidelines may be developed for other specific park spaces.

6. Wind impact studies are required for all new development over 24 metres in height in order to assess impacts on pedestrian comfort at the street level.

6.3.6 Building massing

Intent

To ensure new buildings contribute to the creation of a pedestrian-scaled street wall, are in context with the surrounding building forms, minimize their impact on sunlight penetration to nearby buildings and public spaces and contribute to a visually interesting skyline. This can be achieved by the design of the three main building components: base, body and top.

Policies

1. Base

- The base of a building should be designed to create a human scaled street wall and establish a strong visual rhythm.
- Building bases should be designed to mitigate negative wind impacts associated with a tall tower.
- In general, as the height of a building increases, the height or definition of the building base should also increase in height.
- Buildings are encouraged to be built up to public sidewalks or any specific setback requirements to prevent the creation of landscaped areas that have no sense of ownership and no natural surveillance.
- Where a new building is to be built adjacent to an existing building wall that is built to the common property line and has no openings, the new building may also consider building at or close to the common property line, avoiding the creation of "dead" spaces.
- Internal courtyards or mews are strongly encouraged. Such spaces shall have good natural surveillance and, where possible, be visible from public streets or lanes.
- Building mass shall define the public and semi-private realms.
- New development shall avoid the creation of blank building facades.
- Facades shall be pedestrian scale, create visual interest and use fully transparent glass.
- In the case of residential buildings, the character of street townhouses and lower storey units within apartment buildings should be reinforced by providing easily identifiable units with individual front doors and windows relating directly to, and providing an overview of streets and pedestrian pathways.
- For privacy purposes, townhouse and apartment units at-grade should be located slightly above grade with appropriately scaled stair access and landscape layering consisting of vertical walls, low and visually permeable fences and horizontal and vertical landscaping.
- Unless otherwise impractical, no utility meters (such as gas and water) shall be located on the front elevation of a building facing a public street.

2. Body

- The body of the building should be scaled to provide an appropriate transition between the new development and any existing adjacent buildings. Discretion should be used in determining the relative "permanence" of adjacent buildings. For example, if the adjacent building is a one-storey strip mall, this may not be the ultimate or "next generation" building on the site.
- There should be a strongly defined transition between the base and the body of a building through the use of setbacks, materials or other applicable architectural treatments such as cornices, canopies or trellises.
- The body of the building should be massed to provide adequate light penetration to existing buildings and allow for reasonable near and distant views for existing buildings. This may be achieved by stepping the building back away from the property line or orienting the building mass away from the property line (e.g., setting the new building walls at a 45° angle from an existing building wall). Appendix D provides illustrations of how this may be achieved. Where building stepping is used, Table 6.2 may be used as a guideline.

- In general, the body of the building should be massed to minimize shadow impacts on adjacent or nearby public sidewalks and public spaces. Specifically, buildings on the south side of an avenue should be massed to allow for reasonable sunlight penetration to the sidewalk on the north side of the avenue.
- In order to reduce the massing impacts of high-density buildings, the floor plate size restrictions, shown in Table 6.3, shall apply unless otherwise indicated below. Notwithstanding the provisions contained in Table 6.3, the Development Authority may consider increasing the floor plate size restriction of a residential building above 25 m in a Primarily Residential Area and above 36 m in an Urban Mixed-Use area from 650 m^2 to a maximum of 750 m^2.

  Notwithstanding the provisions contained in Table 6.3, the Approving Authority may consider modest relaxations of the floor plate restrictions based on contextual site conditions and overall consistency with the objectives of the ARP, where an approved Development Permit has commenced, but construction has been suspended past the maximum days allowed as per the approved Building Permit requirements, prior 2011 January 01. When evaluating such requests, the Development Authority shall comprehensively consider:

- **Shadow casting impacts on the public realm and the need to provide adequate light penetration to adjacent buildings;**
- **The ability to achieve a 24 m tower separation from existing or future development on adjacent sites;**

Table 6.2 Guidelines for building setbacks from a common property line

	Minimum setback from Property Line shared with a lane or another parcel	
Portion of a building	**Primarily Residential Area**	**Urban Mixed-Use Areas**
0 – 2 Storeys	0 m	0 – 3 m*
2 – 4 Storeys	0 – 3 m	0 – 3 m*
5 – 8 Storeys	6 m	0 – 6 m*
9 – 12 Storeys	12 m	0 – 9 m*
Above 12 Storeys	12 m	9 – 12 m*

* Where a new building is proposed adjacent to an existing building that is built to the property line and has no openings, the setback may be reduced to 0 metres. **Bylaw 52P2008**

Table 6.3 Floor plate size restrictions

Primarily Residential Area		**Urban Mixed-Use Areas**	
Below 25 m	No restriction	Below 36 m	No restriction
Above 25 m	650 m^2	Above 36 m for a commercial floor plate	No restriction
		Above 36 m for a residential floor plate	650 m^2
		Above 36 m for a residential floor plate within the area shown on Map 5A	930 m^2

Note: The floor plate is measured from outside wall to outside wall, excluding any unenclosed balconies

- **The ability to use building orientation, shape and massing to mitigate any negative impacts; and**
- **The cumulative building mass impact given the potential "build-out" of the block.**

Bylaw 9P2011

- The Development Authority shall not be bound by the floor plate restrictions in Table 6.3 when evaluating a development proposal that is subject to compliance with a shadow protection guideline.
- Tower floor plates are encouraged to reduce width in the east/west dimension and be longer in the north/south dimension. In the case of a residential floor plate, the maximum dimension should not exceed 30 metres.

3. Top

- It is encouraged that tower tops contribute to the skyline profile by having an identifiable, iconic architectural design that skilfully incorporates within the tower top all elevator cores and mechanical rooms.
- For buildings over 12 storeys in height, the top floors are encouraged to use techniques such as reductions in floor plate sizes, stepping of building mass, or creation of distinctive architectural or structural elements.
- All rooftops, including podium and tower tops are encouraged to incorporate landscape amenities or green roofs in order to achieve aesthetic and environmental benefits.

Table 6.4 Tower separation regulations

Primarily Residential Area		**Urban Mixed-Use Areas**	
Below 25 m	No restriction	Below 36 m	No restriction
Above 25 m	24 m	Above 36 m between two commercial or one commercial and one residential building	18 m
		Above 36 m between two residential buildings	24 m

6.3.7 Building separation and view plane requirements

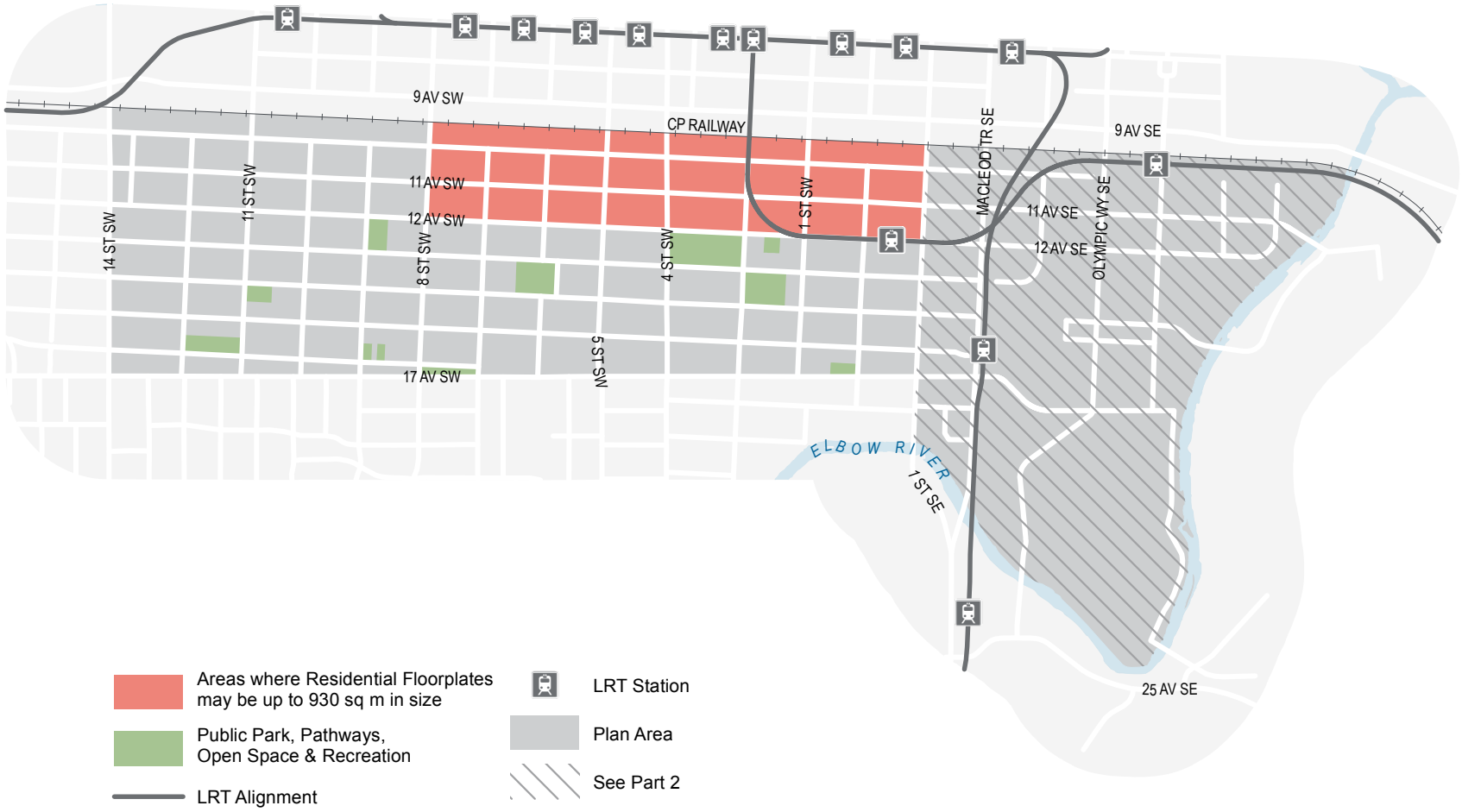
Intent

It is anticipated that in order to achieve the populations desired in the Beltline, more large and taller buildings will be developed over time. The intent of this section is to ensure that the livability of residential units in these new and in existing buildings is maintained in terms of access to sunlight, privacy and near and distant views.

Policies

- The minimum horizontal separation between any two tall buildings shall be as outlined in Table 6.4.
- The design of new residential buildings should ensure that at least one window of any habitable room (excluding a kitchen or bathroom) provides a minimum unimpeded horizontal view plane with an angle of 50°, or two angles that sum to 70°, for a distance of 18 metres. The view plane shall be measured from the centre of the bottom of the subject window.
- In the case of small infill sites, the separation distances in Table 6.4 and the view plane requirements may be relaxed in order to allow for maximizing density possibilities. For the purpose of this section, a small infill site is one that has less than 22.5 m of frontage on any one street or avenue.
- Acknowledging the ability to exercise greater design control in the case of developments with multiple towers as part of a comprehensive development, these separation and view plane requirements may be relaxed provided the intent of this section can be addressed to the satisfaction of the Development Authority.

Map 5A Large residential floor plate policy area



This map is conceptual only. No measurements of distances or areas should be taken from the map.

6.3.8 Special architectural materials and elements

Intent

To provide guidance in the use of architectural materials and elements to encourage quality in buildings that make for durable, long-lasting structures that contribute to the long-term character of the Beltline and that provide for pedestrian comfort and visual interest.

Policies

1. Materials and colour

- A consistent palette of materials should be used on each development.
- Building bases are encouraged to use masonry or other durable materials and other architectural details that establish a strong visual rhythm with human scaled elements.
- Body materials may differ from base materials, but compatibility and transition between materials should be considered and the rhythm of the lower floors should be respected. Building elements in this zone may have a "lighter" appearance with more glazing than used at the base.
- Special consideration should be given to the excessive use of dark coloured reflective glass in order to prevent negative light reflection impacts on surrounding properties.

2. Balconies

- Balconies should be designed as integral parts of the buildings rather than being "attached" to the body of building.
- Fully or partially recessed balconies, regardless of size, are preferred over "tacked on" balconies, especially on higher floors.

3. Awnings, Canopies, Entries and Arcades

- Weather protection features that are integral to the architectural design of the building are encouraged along streets with commercial or mixed land uses where retail and office spaces are located on lower portions of the building, or where the public might congregate, such as at transit stops.
- Entries should be clearly identified by prominent structural canopies.

4. Lighting

- Particular attention should be given to the lighting of public and private areas at-grade to provide effective and attractive at-grade light.
- Special effects, including flood lighting of the tower portion and tower top portion may be included if it does not negatively impact surrounding properties.

6.3.9 Sustainable building practices intent

To strongly encourage the integration of sustainable building and site design practices into all new developments and renovations.

Policies

- The following design concepts, development practices, and technologies are encouraged:
- Construction waste management: recycling to divert material from landfill sites.
- Optimizing building energy performance.
- Use of renewable energy sources.
- The use of innovative wastewater technologies.
- Stormwater management: reduction of quantity; collection, filtering, reuse.
- Provision of water efficient landscaping.
- Provision of building recycling facilities.
- Provision of occupant transportation alternatives.
- Provision of a high quality of indoor air quality and thermal comfort.
- Maximizing day lighting and views.
- Use of building materials with a high recycled component.
- Use of durable and rapidly renewable materials.
- Encouragement of innovation in the design of buildings, their systems, and their site considerations.

7 Transportation

7.1 Strategic Policy Context

Future policy

The policies in this ARP will need to be updated once the **Calgary Transportation Plan (CTP)** is updated and the **Centre City Transportation Plan** is completed. A **Centre City Transportation Plan** needs to be developed that addresses several issues including, but not limited to:

- existing and potential new transit corridors and routes;
- operational improvements for vehicular flow through the area;
- parking;
- the pedestrian environment and associated amenities;
- bicycle corridors and routes;
- funding strategies to pay for improvements;
- implementation plan and priority list;
- level of service expectations;
- transportation demand management strategies;
- commercial goods and service; and
- management of special event traffic.

Until, the **Centre City Transportation Plan** is completed, the policies of this Plan, and the CTP shall apply to the Beltline.

Background

In 1995, the **Calgary Transportation Plan (CTP)** put forward the following position related to Inner City concerns and issues:

"Maintaining healthy and vibrant communities capable of adapting to change, and attracting a reasonable share of growth is a key thrust of the proposed land use strategy. In order to achieve the forecast levels of growth in established communities, the impact of the road hierarchy, its operation and adjacent land uses beneath the "skeletal" network level should be reviewed. There are aspects of the existing hierarchy (e.g., widening setbacks, reverse lanes, road classifications) which may be at odds with community objectives related to quality of life and the ongoing viability of local businesses adjacent to roadways. These have to be considered in the context of city-wide goals as expressed in the **Calgary Transportation Plan**; however, it is recognized that attracting growth into existing communities is just as dependent on certainty, and quality of environment as it is in the new suburbs."

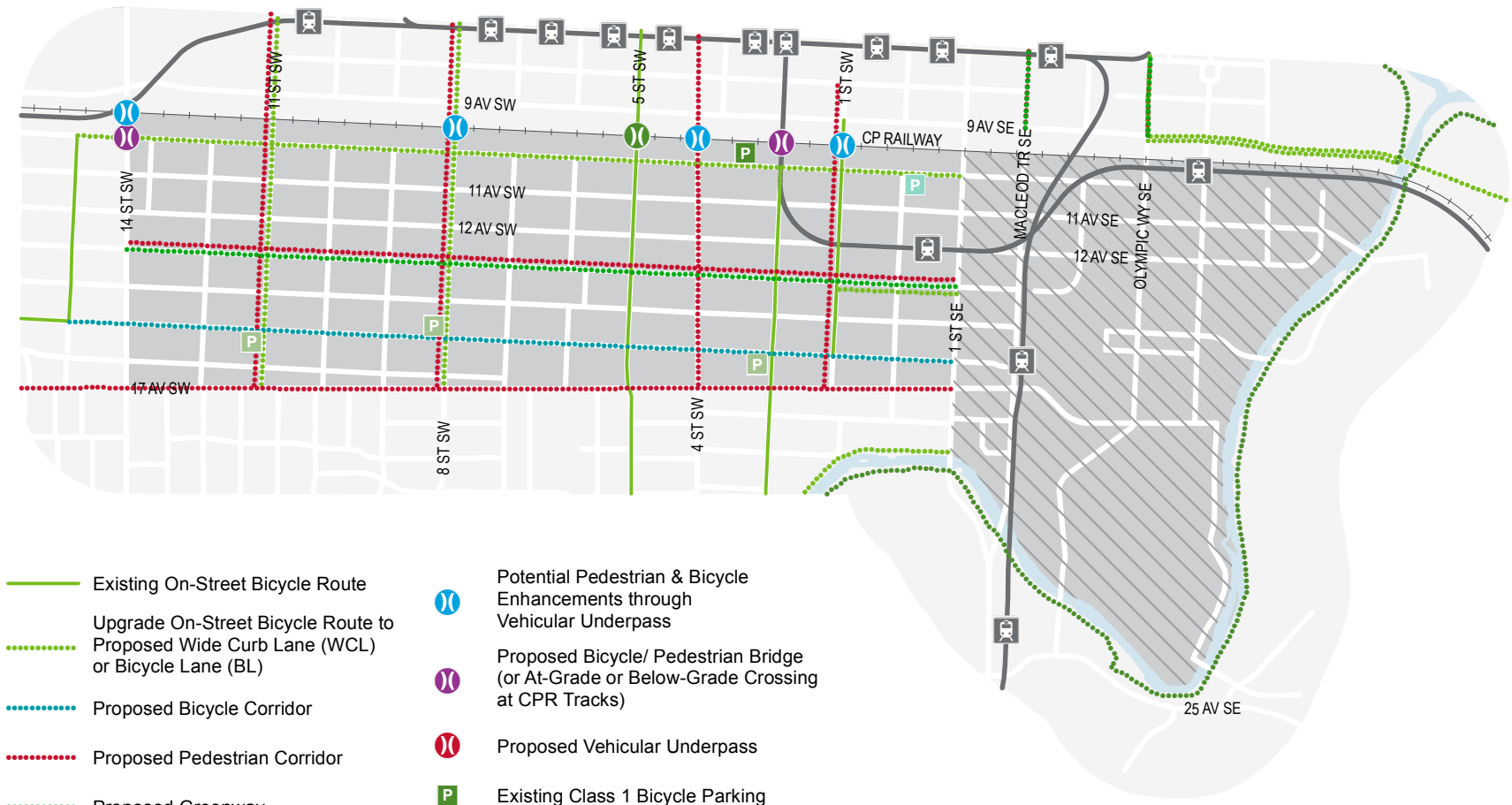
The **Inner City Transportation Study (ICTS)** approved in 2000, which was a result of the CTP 1995 states:

"The capacity of the existing arterial road network within the Inner City should not be expanded through major roadway construction, ...rather, through increased efficiencies being achieved through operational changes."

As a result, there must be a strong emphasis on providing superb cycling, walking and transit connections and facilities.

The Beltline includes some major roadways in The City's transportation network. The road hierarchy map in Appendix C shows the existing Road Classifications. The Plan recognizes the importance of maintaining and, where possible, enhancing the ability of these elements to perform at an acceptable level, given the context and characteristics of the Beltline. At the same time, it is understood that as the city grows and the Beltline increases in population and employment, there will be increased traffic volumes within the Beltline. This increase in traffic volumes is acceptable provided it is properly managed and local vehicular accessibility and the livability of the area can be maintained. To endeavour to achieve this balance, the following projects and initiatives will be pursued (see Map 6).

Map 6 Transportation Concept



- Existing On-Street Bicycle Route
- Upgrade On-Street Bicycle Route to Proposed Wide Curb Lane (WCL) or Bicycle Lane (BL)
- Proposed Bicycle Corridor
- Proposed Pedestrian Corridor
- Proposed Greenway
- Existing Regional Pathway
- Proposed Regional Pathway
- Existing Regional Pathway Through Vehicular Underpass
- Potential Pedestrian & Bicycle Enhancements through Vehicular Underpass
- Proposed Bicycle/ Pedestrian Bridge (or At-Grade or Below-Grade Crossing at CPR Tracks)
- Proposed Vehicular Underpass
- Existing Class 1 Bicycle Parking
- Proposed Class 1 Bicycle Parking
- Proposed Class 2 Bike Parking
- LRT Alignment
- LRT Station
- Plan Area
- See Part 2

This map is conceptual only. No measurements of distances or areas should be taken from the map.

7.2 Transit

7.2.1 General

The Beltline currently receives transit service coverage that travels both east/west and north/ south within the Beltline. These bus routes provide connections in the downtown as well as most other City quadrants. East/west transit service is concentrated on 11,12 and 17 Avenues. North/south service uses 14 Street S.W., 11 Street S.W., 8th Street S.W., 5th Street S.W., 4th Street S.W., 1st Street S.W., 1st Street S.E. and Macleod Trail. These north/south routings generally reflect roadways that connect to the downtown via the railway underpasses and should be considered as key roadways for maintaining transit service effectiveness. Initiatives to consider include the following:

1. Consistent with increasing demand for transit service, examine the feasibility of additional transit service and connections within the Beltline, including the investigation of a possible Centre City transit loop that would circulate within the Centre City and connect the Beltline and Downtown.

2. Plan for the Green Line LRT, along the route shown on Map 6. This includes protecting for the necessary rights-of way for both the tracks and the stations.

3. Where possible, integrate transit stops and other transit passenger amenities with new development.

4. The use of various transit priority measures, including transit only lanes / roads, traffic signal priority, queue jumpers, etc., will be required on some key streets and avenues in order to ensure that bus services are not impeded by traffic congestion that will increase as a result of higher-density development. These transit priority measures should be designed in conjunction with the Centre City Transportation Plan.

7.2.2 Green Line LRT

In June 2017, council approved the long-term vision and Stage 1 construction limits of Green Line. In the first stage, the Green Line will run from 16 Avenue North to Shepard in the S.E. As the underground alignment runs south on 2 Street S.W. from 16 Avenue North, it heads east along 12 Avenue S and then comes to surface at 10 Avenue South and 4th Street S.E.

Within the Beltline community, there are two stations. Centre Street South station is an underground station along 12 Avenue S, and 4th Street S.E. station is an at-grade station along 10 Avenue South.

With the use of low floor light rail vehicles, integration with surrounding development and land use is benefited due to small scale stations. The station heads for underground stations are desired to be integrated into the urban environment, and at-grade stations will use slightly raised sidewalks to act as station platforms.

The locations and alignment of Green Line LRT has been strategically designed to integrate to key land uses, and allow for better connection to the Beltline community.

7.3 Pedestrian Facilities

1. Design and implement a comprehensive streetscaping and way-finding program to improve pedestrian comfort and orientation. Such a program should include full consideration of persons with mobility limitations such as the visually impaired and those who use wheelchairs. Priority should be given to implementing improvements on major pedestrian corridors as identified on Map 6. Detailed design and implementation will require consultation with relevant City departments and affected stakeholders including the Advisory Committee on Accessibility.

2. Explore ways to increase pedestrian mobility and decrease pedestrian delay. Examples might include shorter signal cycles.

3. Encourage new development to provide integrated weather protection devices or structures over the public sidewalks.

4. Reduce the number of vehicle conflicts with major pedestrian corridors and sidewalks.

7.4 Cycling Facilities

Definitions

Definitions are taken from The Pathway and Bikeway Implementation Plan (approved by Council in 2000).

Bicycle corridor:

A route identified and designed to give preference to bicycle traffic through the use of traffic calming devices, favourable stop sign orientation, partial road closures which permit through bicycle traffic, and other techniques.

Wide curb lane:

A road where the curb travel lane is at least 4.3 m (excluding parking) such that motorists and cyclists can safely share the lane. A side curb lane may be identified by a stencil, signage or other markings.

Bicycle lane:

A dedicated and marked on-street traffic lane for the exclusive use of cyclists.

On-street bicycle route:

A street identified as a cycling route by signs and a map.

Projects/initiatives

1. Develop 13 Avenue from 14 Street S.W. to 1st Street S.E. as a bicycle corridor and greenway where the design of the right-of way places special emphasis on the needs of cyclists and other non-vehicular traffic. The design for the greenway should refer to the Pathway and Bikeway Implementation Plan concept for a bicycle corridor.

2. Create on-street bicycle routes as noted on Map 6 and implement a comprehensive signage and lane marking program to improve the legibility of the cycle route network.

3. Upgrade underpasses under the CPR Tracks to accommodate bicycles, when the opportunity arises.

4. Undertake more detailed design and consultation with relevant City departments and affected stakeholders, when implementing new bicycle routes.

5. Require any new development to provide adequate on-site bicycle facilities in accordance with the City of Calgary's Bicycle Parking Handbook. Two types of bicycle parking are specified:

Class 1:

Lockers or controlled areas where a bike can be stored. These facilities will protect bikes from adverse weather conditions, vandalism and theft by enclosing them in secure places. They are suitable for long-term parking at key cycling destinations, such as high-density residential complexes, employment centres and schools. Examples include Bike'n'Ride lockers at LRT stations and bike "cages" in select parkades.

Class 2:

Any device that is specifically designed to park bikes. The preferred bike racks allow cyclists to secure both wheels and the bike frame to the rack. These facilities are primarily for short-term use at a variety of destinations, including commercial and recreation centres, shopping centres, restaurants and schools.

Potential locations for Class 1 facilities are indicated on Map 6. About thirty Class 2 should be provided at all existing LRT stations and potentially any new stations.

6. Explore the utility and feasibility of developing one or more major bicycle parking facilities at optimal locations within the Beltline.

7.5 Vehicle Facilities

7.5.1 General

Vehicle facilities in the Beltline provide mobility to automobiles, transit vehicles, bicycles and pedestrians. Vehicle traffic capacity in the Beltline will be addressed in the following ways:

1. Investigate measures to increase the utility of 10 Avenue and vehicular accessibility in the area through the selective expansion of the carriageway to the north. Any expansion must also be accompanied by high-quality streetscaping and pedestrian, cycling and transit facilities.

2. Investigate the possibility of adding left turn lanes in strategic locations.

3. Consider a new intersection at 10 Avenue and 14 Street S.W.

4. Other than 10 Avenue, no widenings of existing road carriageways for the purpose of creating new vehicle lanes, other than left turn lanes, are proposed. Some widenings may be required to accommodate wide curb lanes for bicycles or designated bicycle lanes as shown on Map 6.

5. Maintain an acceptable level of service for regional traffic movements on major arterial streets. This may include improvements outside of the Plan Area such as the 25 Avenue/26 Avenue Connector linking Blackfoot Trail and Macleod Trail.

7.5.2 Parking

1. Allow for on-street parking wherever and whenever feasible.

2. Explore the potential role of the Calgary Parking Authority in providing surface parking lots (either permanent or interim) to mitigate against the impact of PM peak hour on-street parking restrictions.

7.5.3 11 and 12 Avenues

This plan recognizes that the conversion of 11 and 12 Avenues from one-way to two-way can provide many benefits to the community and local businesses. Benefits include enhancing pedestrian comfort and mobility, improving retail and business vitality and improving local access for vehicles and cyclists. However, the conversion can result in an unacceptable loss of mobility for regional commuter traffic, given the role 11 and 12 Avenues play in the regional transportation network.

Over time, as other transportation-related initiatives are implemented, the impact of the conversion on commuter mobility may be mitigated. Examples of those initiatives include, but are not limited to, increased transit service to and from the west, new LRT connections to the west and the southeast, a flyover from the west connecting to 5 Avenue in the downtown and the creation of a full, signalized intersection at 10 Avenue and 14 Street S.W. These types of improvements may eventually allow the conversion to take place with minimal disruption to commuter traffic.

In the meantime, the following is recommended to improve pedestrian and cycling mobility and enhance the business environment:

1. Develop a pedestrian/cycle enhancement plan along 10, 11 and 12 Avenues within the existing one-way operation and rights of way.

2. Prepare an urban design streetscape enhancement plan for 11 Avenue S.W. between 5 Street S.W. and 11 Street S.W. with concepts and funding alternatives.

The above two projects may be undertaken together or as separate projects, provided the work is coordinated and integrated.

7.6 Managing Transportation Demand

As the Beltline increases in population and activity, traffic volumes will increase. This will result in an on-going loss of commuter mobility via the automobile and create the need for strategies that provide for optimal accessibility. The following measures shall be implemented to manage this congestion in an innovative and proactive way:

1. Implement Transportation Demand Management (TDM) programs and strategies. This includes programs and strategies that enhance, promote and encourage commuter options, reduce traffic congestion, reduce greenhouse gas emissions, improve air quality and enhance mobility through a balanced and equitable transportation

infrastructure. TDM strategies strive to minimize the impacts associated with travel by reducing the number of people driving alone by the development and promotion of carpooling, car sharing, transit, cycling, walking and teleworking strategies and support elements.

2. Employ Intelligent Transportation Systems (ITS) to manage road capacity and parking supply.

3. Improve the quality and level of service of non-vehicular transportation modes including transit, pedestrian and bicycle. This will include the implementation of indicators to measure the level of service for non-vehicular modes. Specifically, with respect to transit service, such measures could include identifying appropriate walking distances to transit service, transit service delays due to increasing traffic volumes, service reliability, transit passenger street amenities and frequency of service.

4. Future long-stay parking facilities should only be provided commensurate with development demand requirements.

5. **The development of new temporary surface parking lots within the Beltline should not be allowed. In no case shall the term of renewal for an existing temporary surface parking lot extend beyond 3 years. When renewing an existing temporary surface parking lot, special efforts shall be made to minimize the visual impact of the lot through the provision of interim landscaping or screening elements that can be re-used in other applications or locations.**

Bylaw 8P2011

7.7 Bylawed setbacks

Bylawed setbacks exist on a number of streets within the Beltline, such as, 10, 11 and 12 Avenues and 1, 5, 8, 9, and 11 Streets S.W. Bylawed setbacks require buildings to be set back from the property line to allow for future expansion of the road right-of-way for purposes of, sidewalk widening, road widening (for bicycle or vehicular purposes) and above and below ground utility and service locations.

Comprehensive future right-of-way designs have not been prepared for most of these streets and avenues. As a result, new development may be impacted because of the need to protect these setback areas. Examples include:

- setting buildings back from the sidewalk where the sidewalk may in fact never be widened
- preventing arcades, cantilevers or other structures from using the setback area; and
- limiting or prohibiting the placement of street amenities such as trees, planters and lighting.

This Plan commits to reviewing these bylawed setbacks by undertaking comprehensive right-of-way design plans or Street Master Plans. The review should consider future needs for lane widenings for vehicular or bicycle traffic and the appropriate width for sidewalks given the specific location and function of the street. For example, sidewalks that serve retail and commercial streets may require greater widths than sidewalks that serve a primarily residential environment. Where it is determined that bylawed setbacks are still required, it should be clearly stated what the purpose of the setback is so that judgments can be made on what is or is not appropriate encroachments into the bylawed setback.

This review may take many years and, as a result, a mechanism is required to evaluate conflicts that occur during the development process. It is recommended that a report be prepared by Administration discussing possible alternatives and forwarded to Calgary Planning Commission and Council for consideration. Preparation of the report should include consultation with the Calgary Regional Homebuilders Association, the Urban Development Institute, Business Revitalization Zones and Community Associations.

8 Character Areas

What is a Character Area?

A character area is an area where a combination of land uses, historical or older buildings or other distinctive building designs, public open spaces and unique streetscapes have combined to create areas that are identifiable as having special or unique qualities that are different from neighbouring areas within the community.

Character Area Objectives:

- To preserve and strengthen the special or unique qualities that identified areas exemplify and contribute to the positive urban character of the Beltline community.
- To provide guidance in the evaluation of development applications.
- To provide guidance when planning for new investment in the public realm.
- To identify locations for landmark building and open space opportunities.
- To provide an opportunity for future character areas to develop.

Character areas and design objectives

Map 7 identifies the boundaries of the character areas. Details on the context and design objectives for each area are discussed below. New character areas may be identified and added to the Plan in the future. Detailed design guidelines may be developed for each of the character areas.

8.1 11 Street S.W. pedestrian commercial corridor

Context

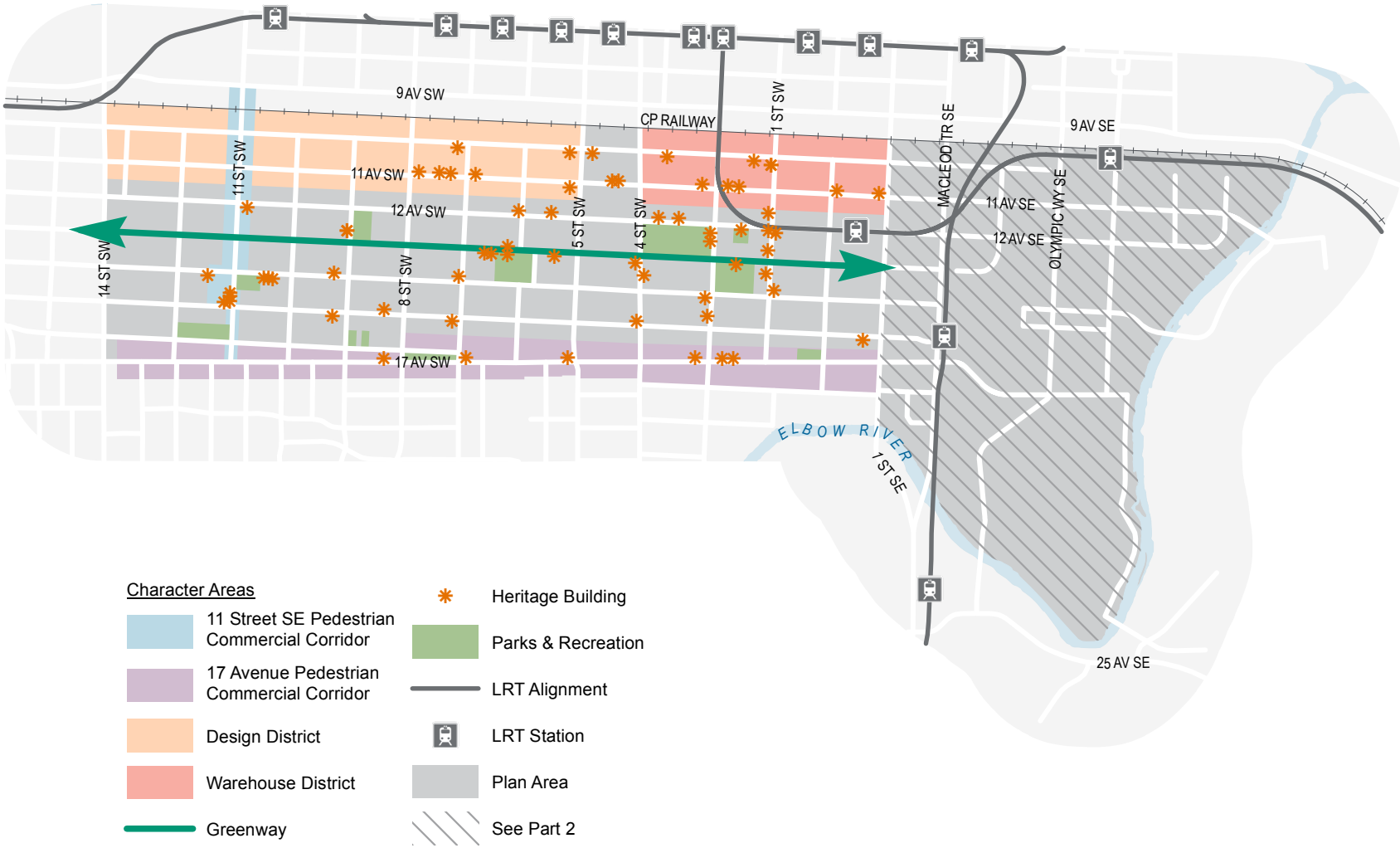
This area consists of 11 Street S.W. from the CPR tracks to 17 Avenue South and includes:

- A strong, established pedestrian-scale, particularly the block containing the historically significant Brigden Block, Shop and Grocery store buildings and the J.W.C. block between 14 and 15 Avenues S.W.;
- Connaught Park at 11 Street S.W. and 14 Avenue S.W.;
- A Thomson Family Park located on 11 Street S.W. and 16 Avenue S.W.;
- The historical Connaught School and Connaught Park; and
- A significant at-grade pedestrian linkage across the CPR tracks, connecting the Bow River to 17 Avenue S.

8.1.1 Design Objectives

- Maintain a strong, pedestrian-scale commercial building form along 11 Street S.W. between 12 Avenue S.W. and 17 Avenue S.W.
- Encourage new development to be setback at least 6.0 m on the east side of 11 Street S.W. This additional yard shall be used to provide a wider pedestrian environment.
- Enhance the pedestrian streetscape experience northwards along 11 Street S.W. from the commercial area between 14 Avenue S.W. and 15 Avenue S.W. to the CPR tracks and eventually beyond to the Bow River.
- Work with the Calgary Board of Education to ensure that the Connaught School site continues to provide significant usable public spaces.
- At the intersection of 11 Street S.W. and 17 Avenue S.W., provide landmark building forms and/or urban spaces that respond sensitively to the pedestrian character and scale of both of these streets.

Map 7 Character Areas



This map is conceptual only. No measurements of distances or areas should be taken from the map.

8.2 Design District

Context

This area consists of a rectangle of blocks between the CPR tracks and the lane south of 11 Avenue S.W. in a north/south direction and the blocks between 5th Street S.W. and 14 Street S.W. in an east/west direction and includes:

- Some significant historical buildings such as McArthur's Furniture (Sherwin Williams), Ellison Milling & Elevator Company and the General Motors Building between 6th Street S.W. and 8th Street S.W.; and
- A clustering of eclectic and innovative, new and adapted, design-related businesses, buildings and land uses throughout this area. A particular emphasis on retail is developing within the area.

Design objectives

- Enhance the pedestrian streetscape experience throughout the area. Priority areas for improvement should be along 11 Avenue, between 11 Street S.W. and 5th Street S.W.
- Balance an enhanced pedestrian streetscape with the needs of the areas retail and light industrial businesses for vehicular access to parking and loading areas given their focus on design and building related products that can be large, bulky and heavy.
- Provide parking (and loading) to the rear of sites and/or in designated parking areas/ structures in order to facilitate an enhanced pedestrian realm.
- Support the expansion of the eclectic and innovative design of buildings within the area.
- Strongly encourage retail commercial at-grade along 11 Avenue S.W.
- Provide a co-ordinated, themed pedestrian realm that identifies the area as a design district (e.g., banners, entrance signs, lighting, street furniture).

8.3 17 Avenue South

An urban design strategy is currently being prepared for the full length of 17 Avenue South within the Beltline. The outcomes of the strategy shall be incorporated into the Beltline ARP by amendment.

8.4 Warehouse district

Context

This area consists of a rectangle of blocks between the CPR tracks and 12 Avenue S.W. in a north/south direction and the blocks between 1st Street S.E. and 4th Street S.W. in the east/west direction. The area is currently known as the Warehouse District and specific contextual elements include:

- A significant number of historic brick and sandstone industrial buildings (some of Calgary's earliest architecture – early 20th Century) such as the Hudson Bay Company Warehouse (Canada Safeway). Many of these buildings have been adapted to provide a mix of both commercial and residential uses in the area;
- The designated heritage sites of the Louise Block, the Customs Building (Examining Warehouse); and
- A building form where buildings are located up to the property line and/or close to the sidewalk.

One distinct area is recognized within the Warehouse District.

8.4.1 Secondary warehouse district

This area is located between 4th Street S.W. and 1st Street S.E. While still having some of the original warehouse buildings, others have been lost with the resultant development mostly taking the form of surface parking lots or commercial buildings that paid little attention to the historic forms. As a result, this area lacks the continuity and consistency found east of Macleod Trail S.E. However, the view looking east along 11 Avenue from 4th Street S.W. still provides an excellent representation of how the area would have looked and felt when the area was being actively used as a warehouse and wholesale district. The intent of policy for this area is to allow for greater design freedom, but ensure that new development does not disregard the warehouse building form and character.

Specific design guidelines:

- New developments shall be compatible with and complement the existing historic warehouse building forms of the area.
- Applications should show how the new development integrates into the streetscape, using perspective drawings or photographs based on the view from 4th Street S.W.
- New development should respect the existing street wall heights and cornice lines through building massing, setbacks or other architectural detailing.
- The use of brick and masonry, in a colour palette that is representative of the warehouse era is strongly encouraged to be used on the building base with the addition and integration of appropriate contemporary building materials. The use of veneer or artificial masonry products is discouraged.
- Support opportunities for residential lofts in both existing buildings and new contextually designed buildings.
- New development should be sensitive to the interface of residential lofts within historic warehouse buildings in the area, particularly with respect to addressing sunlight access and penetration and both near and distant views for the warehouse loft units. This is particularly important for converted lofts because the residential windows are often located on the property line.
- Enhance the streetscapes and protect vistas along all three avenues (e.g., looking east along 10, 11 and 12 Avenues towards the Ramsay community).

8.4.2 Development application review

The review of applications within this character area would benefit from the input of an architect specializing in historic buildings. The Development Authority may consider seeking such advice during the application review process.

9

Historic Resources

Historic Resources

The Beltline is rich in historical resources. The following policies will help to identify, protect and enhance these resources. City-wide historic resource policies and programs provide the broader context within which the Beltline-specific measures are recommended.

City-Wide policies

1. The Inventory of Potential Heritage Sites is publicly accessible through the City. The City and the Calgary Heritage Authority (in cooperation with the community) will update the Inventory as new properties are identified. Properties on the Inventory may be eligible for government assistance for their conservation, rehabilitation or restoration. In addition, these properties are provided opportunities for density bonusing and density transfers as described in Section 5 of this Plan.

2. The City should continue to operate a Heritage Incentive Program that makes financial assistance available for the conservation, rehabilitation or restoration of buildings or properties that are formally designated by Council as Municipal Historic Resources.

3. The City will be preparing a City-wide Historic Resource Management Plan. Heritage planning within the Beltline shall be fully integrated within this broader context.

4. Any re-use, alteration, conservation, rehabilitation or restoration of any designated Municipal Historic Resource shall follow any applicable standards such as the "Standards and Guidelines for the Conservation of Historic Places in Canada", as amended or replaced from time to time.

Beltline policies

1. Where density from a property is transferred to another site in concert with a formal historic resource designation, the transferor site shall be re-designated to a Direct Control District to clarify any applicable land use restrictions and any remaining allowable density.

2. The City will, to the best of its knowledge, advise owners or developers of historic resources of the existence of other financial or technical assistance that is available from other levels of government for the purposes of preserving, rehabilitating or restoring heritage resources. The City will assist owners/developers in acquiring such assistance.

3. In addition to the density bonusing and transfer options specified in this Plan, the City will consider the possibility of additions to heritage buildings where architecturally appropriate and technically feasible.

4. In order to encourage the retention and reuse of properties on the Inventory of Potential Heritage Sites, the Development Authority shall consider: the appropriateness of a conversion to a wide range of possible uses, despite the land use policies contained in Section 4. Also, the Development Authority may consider relaxing parking requirements when a building on the Inventory is proposed to be converted to a new use.

5. In order to recognize and honour the Beltline's history, Council should consider the use of historical Beltline names in the naming of public streets and other facilities.

10

Community and Social Development

Introduction

In order to foster a socially sustainable community with a diverse socio-economic population, this Plan supports the development of a broad range of housing types, encourages mixed use development, supports local economic development opportunities, and promotes enhanced public safety initiatives. Integration of social initiatives in the Beltline with other inner city and City of Calgary initiatives will be more clearly defined and strengthened through the Calgary Centre City Social Plan. The ongoing success of such a strategy will require the development of an integrated approach to social issues in the Beltline and inner-city and the strengthening of working relationships with the federal and provincial governments, inner-city communities, social agencies and the recipients of their services, the business community and other key stakeholders.

10.1 Objectives

In order to support a socially sustainable community in the Beltline, the following objectives should be achieved:

- Ensure that public and private buildings, facilities, services, and amenities are accessible to all citizens.
- Encourage the development of an appropriate range of public and private amenities and services that are available to a diverse population including persons of various income levels, cultural backgrounds, or abilities.
- Encourage a diversity of housing options in order to provide choices in housing types to address the needs of different household sizes, age groups, income groups and lifestyles and to provide housing for people employed in the community and in the Centre City.
- Incorporate new development design that acknowledges and integrates existing affordable housing and social facilities within the community fabric. Housing developments which offer a variety of housing types including market and integrated non-market housing are encouraged.
- Encourage spaces for locating economic development initiatives including small business incubator programs, educational programs, artist live-work studios and community service agencies.
- Support the conservation and renovation of existing affordable housing through adaptive reuse of existing building stock for residential units to increase population and provide alternative housing options and enable optimization of senior government programs (e.g., Residential Rehabilitation and Assistance Program).
- Promote the inclusion of residents, users and other stakeholders who are representative of the diversity within the Beltline community in decisions affecting the community to ensure the acceptability of such decisions.
- Ensure that the requirements of persons with special needs are attended to in the design of public and private spaces.
- Enhance the feeling of safety for residents, users and other stakeholders living, working and recreating in the community.
- Encourage the continued development of a socially cohesive population with a strong sense of community.
- Support social infrastructure through the inclusion of a strong network of community services and facilities designed to meet the evolving needs of the community.

10.2 Policies

In order to achieve the foregoing objectives, the following policies should be implemented:

10.2.1 Accessibility

In order to promote universal accessibility for all citizens, The City should:

- Work independently or collaborate with other orders of government to examine policies and building practices in relation to the Duty to Accommodate legislation, and ensure accountability for meeting the requirements of human rights legislation by examining and evaluating risk management practices;
- Promote the use of the City of Calgary's Access Design Standards and the services of the Advisory Committee on Accessibility, Access Design Sub-committee in the evaluation and design of new buildings and public spaces;
- Strongly encourage all new projects funded partly or fully by The City to use The City of Calgary's Access Design Standards.
- Provide two curb cuts at all corners (where possible) to ensure accessibility for persons with disabilities;
- Ensure provision for adequate access to commercial and residential buildings for para-transit vehicles;
- Consider mobility requirements in the location decisions of housing for seniors or persons with disabilities; and
- Increase the use of universally recognized symbols of access in City of Calgary signage and use accessible pedestrian signals as appropriate for the safety of the visually impaired.

10.2.2 Public safety

To ensure that residents, users and other stakeholders feel safe living, working and recreating in the community, The City should:

- Continue the use of Crime Prevention Through Environmental Design (CPTED) assessments as part of the development permit application process;
- Use CPTED assessments in the design and development of all public spaces, lanes, mews, and open space systems;
- Investigate the establishment of a community safety committee comprised of representatives from the Community Association, area Business Revitalization Zones, the Calgary Police Service, Animal and By-law Services, EMS, Community and Neighbourhood Services and social service agencies to monitor safety and develop strategies to address emerging public safety concerns;
- Support the continuation of Animal & Bylaw Services' Community Support Officer (CSO) initiative, which in partnership with Calgary Police, provides an accessible street-level presence of enforcement officers in the community. The CSO's address problems and concerns in a pro-active manner, and positively improve the community's perception of safety by addressing graffiti, unsightly properties, panhandling and other environmental concerns; and
- Evaluate the pilot CSO initiative of Bylaw Services.

10.2.3 Building a strong community

In order to ensure that the Beltline fosters and maintains a strong and cohesive community, The City should:

- Support the development of social infrastructure through a strong network of community services and facilities designed to meet the evolving needs of the community. The types and levels of community services and facilities will be informed through periodic reviews of existing and projected: demographic profiles of area residents, inventories of area services and facilities and gaps in services and facilities;
- Develop strategies for providing new social infrastructure or improving existing community service facilities for areas that are inadequately serviced or experiencing major growth or change;
- Prepare strategies to implement the timely and efficient development of community facilities to serve the Beltline. Strategies will be informed by consultation with residents and service providers and the findings of investigations conducted to implement the policy above. Opportunities for co-location of services will be considered as part of any strategy. Updates of the strategies will consider: the market response to new housing in and around the Beltline and its effect on the emerging demographic composition; the status of funding, scheduling and delivery of planned facilities; and any implications for service planning and delivery; and
- Provide high-quality parks, public spaces and recreation facilities throughout the Beltline to meet the needs of a growing and diverse community.

10.2.4 Affordable housing

In order to maintain or increase the existing affordable housing stock:

- City departments (e.g., Corporate Properties & Buildings, Calgary Housing Company) should work together to protect rental housing by undertaking initiatives such as purchasing existing rental housing or purchasing units within new developments for the use of affordable housing when adequate funding is available;
- City departments (e.g., Corporate Properties & Buildings, Calgary Housing Company) should work together to maintain the number of affordable housing units in the Beltline through the public or non-profit purchase of such units where appropriate and feasible;
- The City should work with social agencies, funders and relevant stakeholders to investigate and facilitate options for service delivery models to address the needs of homeless persons and low-income residents, including the working poor; and
- Consider partnerships between The City and private sector developers to develop new non-market housing units where there is an opportunity for mutual benefit.

In order to encourage and facilitate the delivery of affordable and non-market housing within the Plan Area, the Approving Authority is encouraged to consider the following:

- Give high priority in the approval process for applications that demonstrate development of affordable and/or non-market housing;
- Where appropriate, on a site-specific basis, facilitate the provision and retention of affordable housing by supporting relaxations to bylaw regulations where it is demonstrated that the development is secured through a long-term housing agreement for low-income households and the relaxation is appropriate for the proposed use; and
- Consider parking relaxations for proposed affordable housing developments where it is demonstrated that a proposed affordable housing development would have a reduced automobile ownership rate and that the development is secured through a housing agreement to ensure long-term affordability for low-income households.

11

Implementation

11.1 Future Projects and Studies

In order to realize the potential of the Beltline as envisioned by the Plan, the key will be in successful implementation. The approval of this Plan is only the first step. Appendix E outlines some key projects and studies that will have to be undertaken.

In no way is this list final or comprehensive. Timing for these projects will depend on City work programs and priorities as well as on the priorities of other stakeholders in the Beltline. Specific timing for projects identified in Appendix E will in some cases be set by Council either through reporting on specific projects or studies or through the approval of corporate work programs. The list in Appendix E should serve as a guide in the development of future work programs.

11.2 Beltline ARP and the Centre City Plan

The Beltline ARP is a member of the Centre City family of plans. While the ARP stands alone with respect to land use and planning matters within the Beltline, many other issues including, social, economic development, cultural and governance may be addressed by specific strategies in the Centre City Plan. These plans will work together to implement the overall Centre City and Beltline Visions. As a result, specific implementation strategies or action plans that directly address the Beltline may be coordinated under the auspices of the Centre City Plan.

Also part of the Family of plans is the Made in Midtown Vision (Urban Design Strategy). This document has informed the preparation of the Beltline ARP. As the Made in Midtown Vision has a 100 year planning horizon, it will continue to inform planning and policy development over the long term, not just for the Beltline, but the Centre City as a whole.

11.3 Review of Development Applications

All development applications within the Beltline Community District are subject to the provisions of the Beltline ARP. There will be a period of time between the approval of the Beltline ARP and when new Land Use Districts are prepared and approved by Council. During this time, development applications that seek to implement the new Beltline ARP policies will require Land Use Bylaw relaxations and, in some cases land use redesignations in order to comply with the ARP.

In the case of a Land Use Redesignation, a new Direct Control District will have to be created. These new DC Districts shall use the policies of the ARP as a guide.

For the purpose of evaluating development permit applications, Direct Control Districts approved by City Council between June 16, 2003 and the date of adoption of this Plan, and that are "tied to plans", shall be deemed to comply with this Plan.

The Approving Authority may consider exemptions to the density and bonus provisions contained in Section 5 of this Plan in accordance with a Direct Control District approved prior to 2010 01 April.

Bylaw 15P2010

11.4 Monitoring

In order to ensure the Plan is meeting its objectives, it is proposed that Administration prepare regular reporting for Council's information and consideration that summarizes:

- Development activity
- Public realm improvements constructed or planned
- Historical resources identified, preserved, restored or rehabilitated
- The status of the Beltline Community Investment Fund
- Progress on key implementation projects or studies Any barriers to implementation that have been identified
- Progress on linking community composition and type and level of amenities and services required
- Areas or issues that require further action
- Any other topics that may be of interest to Council.

The preparation of this report should include participation from other community stakeholders in order to obtain their perspective and ideas. This report will provide the basis for developing staff work program items and may also provide the impetus for other community-based initiatives related to the Beltline.

11.5 Community Involvement

Include Beltline communities and BRZ's in ongoing implementation committees and projects related to the Beltline ARP including review of the effectiveness of the Beltline ARP.

12 Appendices

A. Possible Redevelopment Scenario

The table below describes the three neighbourhoods in terms of existing and future population potential. As noted, the potential exists to more than triple the population in the Beltline.

The potential population for each neighbourhood is based on the assumption that vacant and virtually vacant land (lands occupied by buildings with two storeys or less) could be developed at an average FAR (floor area ratio) of 4.5 north of 12 Avenue and 3.5 FAR south of 12 Avenue. Individual developments will exceed or be less than this average. This level of density was used based on an analysis of existing fully developed residential blocks within the community and takes into consideration future increases in residential density. In the fullness of time, the potential will still exist to exceed these population levels.

For each neighbourhood, a different proportion of commercial, recreation and residential building area has also been taken into consideration. This is based on the premise that some neighbourhoods will be more residential than others.

Neighbourhood	2004 Population	Additional Population Potential	Total Potential Population
West Connaught	7,265	9,458	16,723
Connaught Centre	4,780	6,299	11,079
Victoria Park	5,185	22,144	27,329
Total Beltline	17,230	37,901	55,131

B. Beltline Public Realm Plan Definitions and Design Guidelines

Introduction

This Appendix is not part of the Statutory ARP document and is meant to be used as a reference for future work and as a guideline for the development of new public realm projects or programs and in the consideration of development applications.

The Public Components of the Plan

Places

The existing and future types of places in the Beltline consist of three major types: Squares, Parks and the Riverfront. See Map 1-Appendix B for suggested locations of the noted below places.

Urban Places

Squares

Description

A square is a centrally located, animated gathering space which is predominantly hard surfaced with complementary landscaping.

Preferred locations

The Beltline currently does not have any squares however, the following locations have been identified as preferred future squares:

- Calgary Tower area as a type of Volunteer Square.
- To define the tower's podium/terrace over the CPR tracks and to connect the Calgary Tower to 10 Avenue and Centre Street.
- To provide a focal point for new "Volunteer Way" (Centre Street) and space for various active and passive activities and celebrations.

Urban plazas

Description

An open area fronting on a street or sidewalk widening which is accessible to the public at all times for the use and enjoyment of larger numbers of people. Urban plazas have less hard and more soft landscaped areas.

Preferred Locations

The Beltline currently does not have any urban plazas however, in the event the following locations have been identified as preferred future urban plazas:

- Given the West Connaught neighbourhood currently provides the highest existing residential density in Calgary, an urban plaza within this neighbourhood would be desirable. Consideration should be given to creating and urban plaza in association with major redevelopment projects.

Design Guidelines

- Urban Plazas shall have southern or S.E./S.W. exposure to secure continuous sunlight access from the morning to late afternoon.
- The design should avoid oddly configured spaces with unrelated pieces. The majority of the urban plaza shall be visible at any time from any one point.
- Elevation changes are restricted and access is guaranteed to people with physical disabilities along much of the street frontage.
- Urban plazas should include or be edged by cultural, mixed use/commercial land uses and may incorporate existing heritage built form.
- Surface/ground parking is prohibited - to be provided underground and on-street.
- Fountains, reflecting pools and waterfalls should be considered.
- Children's playgrounds should be considered.
- Amenities can include kiosks, open-air cafes, sculptures and other works of art, benches, movable seats, bicycle racks and other street furniture.
- Trees, bushes in planters, arbours and trellises, awnings, and canopies should be included in the urban plaza design.
- Special lighting features and public restrooms should be considered.
- LRT/ Bus stations can be incorporated in the urban plaza.

Map 1 Appendix B: Existing and Preferred Places

Existing Urban Places and Urban Parks

1, Historic Park
Central Memorial Park

2, Neighbourhood Park with Historic Site
Haultain Park

3, Neighbourhood Park with Historic Site
Beulieu Gardens/ Lougheed House

6, Urban Parkette
Thomson Family Park

7, Urban Parkette
at the corner of 14 Av and 11 St

8, Urban Parkette
at 16 Av and 9 St

9, Urban Parkette
Tomkins Park

10, Urban Parkette
Humpy Hollow Park

Preferred New Urban Places, Urban Parks, and Urban Riverfronts

1, Urban Square
Calgary Tower - Volunteer Square

4, Urban Plaza
Connaught School

5, Urban Plaza
Carl Safran Site

6, Plus 15 Entry Square
10 Av and 6, 7, 9, 10 Streets

Preferred Linear Parks

11, 10 Av Grand Boulevard

14, 13 Av

15, Centre Street/ Volunteer Promenade

This map is conceptual only. No measurements of distances or areas should be taken from the map.

Residential plazas

Description

A neighbourhood public space with higher design and amenity standards. They are "living rooms" of residential neighbourhoods – open spaces that are accessible, inviting, sunlit, safe and beautifully landscaped.

Preferred locations

- The Beltline currently does not have any residential plazas but should be considered as part of major redevelopment projects.

Design guidelines

- The residential plazas are located in the centres of neighbourhoods and are mainly accessed by foot. Spatially, residential plazas may be divided into three conceptual/functional areas: primary (public) space, usable residual space (semi-private) and visual residual space (private).
- Primary and usable residual space should be accessible to and usable by the public, whereas visual residual space should be landscaped and not required to be publicly accessible - it provides a "privacy buffer" to adjacent residential units.
- The primary space constitutes the largest portion of the residential plaza and houses the major public use and recreational activities (e.g., tennis and basketball courts).
- Residential plazas may include existing heritage buildings (e.g., adaptive re-use, community space).
- Similar to urban plazas, residential plazas will have pedestrian-scale lighting, special paving, and a full range of street furniture. Parking spaces, passenger drop-offs, and driveways should not be permitted in the immediate vicinity.
- Rich landscaping with trees should be provided.

Forecourts/mid-block street plazas

Description

A mid-block location where the forecourt extends right through the block which will generate substantial pedestrian through traffic and may also become an oasis space or quiet sitting area, depending on its size.

Preferred locations

The Beltline currently does not have any forecourts/mid-block street plazas however, the following locations have been identified as preferred future forecourts/mid-block street plazas:

- Where the opportunity exists to provide a mid-block connection, a forecourt/mid-block street plaza should be provided on the south side of the block as well the forecourt/mid-block street plaza should provide the benefit of a retail/commercial use at-grade.

Design guidelines

- Street edge should be defined by a continuous row of trees.
- Emphasis shall be on passive uses, such as sitting, reading and/or watching by-passers.
- Forecourts/Mid-block street plazas should have southern exposure and be partially protected from overshadowing.
- Seating (benches, special ledges), water features (smaller reflective pools, fountains) and smaller public art features should be incorporated into the space.
- More elaborate landscaping (flower beds, small garden features) should be provided.

Corner plazas

Description

Corner sites are one of the most prominent building sites. Landmark buildings of a distinct and memorable form should also create memorable and delightful public spaces. Corner plazas are public/private spaces where two adjacent streets are at approximately the same grade and enable the plaza to become an active meeting place, a place for commercial exchange, a place to pass through, and a place to watch the passers-by.

Preferred locations

Corner plazas exist in the Beltline in various locations along 11 Avenue, 12 Avenue, and 17 Avenue.

An opportunity exists for corner plazas to be located on every S.E. and S.W. corner with the additional benefit of retail/commercial uses at-grade. The street edge in these locations should be defined by a continuous row of trees.

Design guidelines

- This types of public spaces must utilize direct sunlight; therefore, they should be located on the S.E. and S.W. corner situations. If located on the N.E. and N.W. corners, they should be created as semi-open or fully enclosed yet, transparent such that they are connected to at-grade uses and main entrances.
- The main entrances to larger office or residential buildings should be ideally located at the corners.
- The main entrances to building lobbies/ atriums or larger retail venues should be accompanied by corner colonnades or glass canopies.
- Corner plazas must have active edge.
- Locations of corner plazas should have minimal level change.
- High-quality hard landscaping should permit full accessibility to encourage active pedestrian traffic. Corner plazas must balance hard and soft landscaping.
- Corner plazas must provide protection from severe wind impacts at-grade level. Design features may include water features and public art.

Courtyards

Description

Landscaped open spaces in the centre of a commercial, institutional or residential block with no street frontage.

Preferred locations

Courtyards could be located on every comprehensive mixed-use block development/redevelopment.

Design guidelines

- Courtyards may be publicly accessible, semi-private and private open spaces.
- Design should consider three-dimensional proportions and be of an adequate size to provide for programmed activities and receive adequate access to sunlight during the mid-day. The courtyard should always be considered as a part of the larger connected public realm to encourage public use.
- Access to courtyards is through the adjacent buildings or public spaces (walkways, gallerias, plazas).
- If the courtyard is a part of an office/ commercial development, it should have an active ground floor edge.
- Courtyards may be open and/or may have glass roofs that are operable during the warmer periods. They may or may not be climate controlled. Space should be provided for sitting and other passive activities as well as water features.
- Provide hard landscaping with an adequate amount of soft landscaping.

+15 entry squares (including +30)

Description

+15 Entry squares are special gathering places that connect the ground floor and the +15 realm. +15 Entry squares provide an opportunity for active retail uses and passive recreation on the street, as well as much safer +15 access.

Preferred locations

This type of square is limited only to spaces where new pedestrian connections are planned over the CPR tracks. +15 entry squares are limited to 10 Avenue and junctions with 10th, 9th, 7th, 6th Street S.W. where car underpasses are not feasible.

Design guidelines

- +15 Entry squares may be part of larger mixed-use developments along 10 Avenue and the CPR tracks.
- Future access to the +15 system should have more active (commercial) uses at-grade.
- LRT or bus stops (heated) should be an integral part of these squares.
- Hard landscape treatment with trees and other appropriate landscape features should be incorporated into the design of the square.
- Seating and weather protection (colonnades, canopies) should be provided.

Transit mall/ public transit terminal plazas

Description

Places where multi-modal public transit systems (Inter-city rail, LRT, buses) converge and many commuters arrive and leave the downtown every day. It is primarily a public space to move through, but it may attract several retail and hospitality activities and other vendors.

Preferred locations

One location has been identified as a preferred location for a Transit Mall/Public Transit Terminal Plaza at the intersection of 10 Avenue and 2 Street S.W. along the proposed new Green Line.

Design guidelines

- Public transit terminal plazas should be enclosed (temperature controlled) with opened waiting areas.
- The plazas should provide commercial/retail and hospitality uses at-grade.
- The plazas should be designed for either a shorter stay or as a gathering place.
- Public restrooms, sitting areas, canopies, colonnades and public clocks should be provided in these plazas.

Sidewalk widenings

Description

Sidewalk widenings are minor public spaces that serve the purpose of improving pedestrian circulation and/or add opportunities for commercial or hospitality activities. They are a continuous publicly accessible private pedestrian area adjacent to public sidewalks, ranging in width from 3 - 6 metres along a wide street or 1.5 - 3.0 metres along a narrow street.

Preferred locations

Sidewalk widenings exist in the Beltline in numerous locations. Enhancements on 4, 8, 11 and 14 Streets as well as 10, 11, 12, and 17 Avenue should be provided.

Design guidelines

- Sidewalk widenings may occur at corner locations and mid-block locations and should comply with overall streetscape concept in terms of paving materials, colours and street furniture.
- Sidewalk widenings should have retail or service uses directly accessible to them.
- Trees, seating, café patios, kiosks and other street furniture should be co-ordinated and should not impede normal pedestrian traffic on the public sidewalk.
- Widenings are also possible as colonnades or arcades.
- High-quality protective awnings and canopies are allowed if they do not obstruct pedestrian lines.

Urban parks

Historic parks (cultural landscapes)

Description

- Historic parks are the oldest parks in the Beltline. Over time, these parks have been altered, repaired or rehabilitated, but generally retain their original characteristics.

Locations

- Historic parks include Central Memorial Park, Haultain Park and Beaulieu Gardens.

Design guidelines

- These parks should include, maintain, enhance and restore heritage features and buildings. Significant heritage features shall be identified and protected.
- Historic parks should provide the opportunity for passive and where appropriate, active recreation facilities.

Neighbourhood parks

Description

A predominantly soft landscaped park of grass, trees and planting areas, usually located in a residential setting and detailed and furnished for a variety of active uses (children playgrounds/tot lots, basketball and tennis courts, walking) and passive uses (sitting, sun-bathing, resting). The details of use vary with the density and location and type of neighbourhood.

Neighbourhood parks are sometimes connected to former or existing school sites. Most existing parks in the Beltline are considered to be neighbourhood parks.

Preferred Locations

- Within or adjacent to Primarily Residential areas.

Design guidelines

- The following features should be provided in neighbourhood parks:
- Sitting areas with benches;
- Children playgrounds/adventure activity areas;
- Passive recreation;
- Heritage architecture;
- Urban furniture;
- Water features;
- Landscaping with minimal hard landscaping treatments;
- Special lighting; and
- Public art.

Linear parks

Description

Linear parks are long park areas or landscaped portions of road rights-of-way. They can be at-grade level or elevated. They can provide significant opportunities to create new nodes of active and passive recreation. These parks also serve as connectors to other public open spaces (north of the Beltline and CPR tracks), and can also be natural parks with a variety of ecological communities and trails in the heart of the city. They can be achieved by reclaiming portions of former industrial areas and railway lands.

Preferred Locations

The Beltline currently does not have any linear parks. However, there is the potential for five major Linear Parks in the following preferred locations:

Option A: An at-grade Grand Boulevard along the 9th or 10th Avenue corridors including lands (or portions of) north and south of the CPR tracks;

Option B: An elevated linear park over the CPR which would be a large-scale redevelopment scheme above the CPR tracks;

Option C: An at-grade linear park at the level of the existing CPR Corridor or above the future underground corridor, if the CPR moved out of downtown or was buried underground;

Option D: An elevated linear park above the existing CPR railway which would include a limited +15 redevelopment scheme; and

Option E: Greenways/streetscape enhancements along the 13 Avenue Greenway and Centre Street (Volunteer Way).

Design guidelines

Option A: A high-quality, multi-modal, multi boulevard landscaped treatment with special nodes and north-south pedestrian connections.

Option B: A high-quality, multi-level comprehensive mixed-use development with a linear park component (a combination of open and/or open and enclosed spaces).

Option C: A high-quality multi-modal, multi boulevard landscaped treatment with special nodes and north–south pedestrian connections in conjunction with a large-scale, mixed-use development of the CPR and adjacent lands.

Option D: A contemporary, light, steel and glass mega structure at the +15 level connecting east/west and north/south (downtown +15 corridors with future developments at 10 Avenue).

Option E: Streetscape enhancements of existing streets to create highly attractive ceremonial and pedestrian connections to future special places.

Urban parkettes/pocket parks

Description

The following are two types of urban parkettes/ pocket parks:

- A small hard landscaped park for local pedestrian use within commercial districts, primarily during the lunch hours, usually used by office employees adjacent to the mini-park; and
- A small soft landscaped park for local pedestrian use within residential areas.

Preferred locations

- New locations for urban parkettes are desirable in all neighbourhoods (especially high-density, mixed-use office and warehouse districts. When comprehensive block developments are proposed, parkettes should be located in the mid-block locations.

Design guidelines

- The parkette should provide a small oasis for relaxation and passive use within mixed use areas of a neighbourhood or within commercial/office/ warehouse uses.
- Parkettes should be located on the south side of the block (S, S.E., S.W.) and have full access to sun during the lunch hour (11 a.m. to 2 p.m.).
- An active use should be provided on at least one side.
- The parkette should be enclosed at least on 3 sides.
- The parkette may be part of a winter garden on public or publicly accessible private land.
- Parkettes should have a fountain or other water feature, as well as a special feature for children (dynamic fountain or other movable feature).
- Parkettes should provide fixed or movable benches/chairs.
- Stand-alone or integrated public art; chess fields or other passive recreational elements should be provided.

Winter gardens (indoor)

Description

Winter gardens are smaller or larger climate controlled, fully enclosed spaces adjacent to sidewalks or the +15 system. They provide shelter from extreme cold temperatures and provide a pleasant environment for leisure and other recreational, commercial, and cultural activities during the winter.

Preferred locations

The Beltline currently does not have any winter gardens however, the following locations have been identified as preferred future winter gardens:

- Generally located where high concentrations of residents, office workers, University/ College students and Faculty, tourists or other visitors occur during both day and night.

Design Guidelines

- Interior gardens may be a tourist attraction and have a variety of plant material, including exotic, non-native species.
- Winter gardens may be stand-alone structures/ buildings, or combined with larger civic, office or other mixed-use building types.
- Winter gardens must have direct access from the street level.
- Winter gardens should provide an active use of interior space for retail and hospitality during both day and night.
- Winter gardens may be on multiple-levels.
- Winter gardens should provide water features, public art, provision of entertainment space/ features, and the inclusion of exotic flora and fauna.

Landscaped/green roofs

Description

A rooftop area developed with a garden setting for sitting, walking and viewing. Green roofs reduce air temperatures in urban centres by mitigating the "heat island effect" caused by large areas with minimal vegetation. Green roofs and gardens may also provide improved storm water management, smog reduction, energy efficiency, cost savings and an attractive amenity space.

Preferred locations

Landscaped and green roofs are being considered in several new projects as private amenities. Any location being proposed for comprehensive mixed use, office, residential, civic development or re-development should be considered for such roof top treatments.

Design guidelines

- If used for top treatment of publicly or privately owned underground garages, the roof should be fully or partially publicly accessible.
- May be connected to the +15 system.
- May be used as public sport facilities (e.g., tennis courts, basketball courts).
- Should include trees.
- Amenities for passive and active recreation, water features and trellises should be considered as a part of the design.

Community vegetable/flower gardens

Description

Community gardens should be an integral part of the Beltline public realm. Urban agriculture and community gardens would greatly assist in meeting various social, economic and environmental objectives. They provide an opportunity for residents to learn about nature in the urban environment. The presence of people in community gardens also increases community safety.

Preferred locations

Community vegetable/flower gardens do not exist on public lands in the Beltline. The opportunity exists for them to be located on pieces of undeveloped public and private land where there is easy access and in close proximity to residential areas.

Design guidelines

- Remnant pieces of land not suitable for parkettes or squares with sun access should be considered for community gardens.
- A gateway feature and temporary plastic prefabricated structures to create a greenhouse effect should be considered in the planning of the community garden.
- Sitting areas and water access shall be provided for the community gardens.

Urban riverfront

Linkages

Streets, lanes and pedestrian connectors are fundamental ordering devices of City building. They accommodate incremental development; provide flexible transportation alternatives and a comfortable, green, animated and safe pedestrian environment as well as integrate a range of land uses.

The functional role, visual character and quality of the environment along a linkage is directly influenced by the existing/planned land uses, traffic volumes, number of transportation modes, number, type and importance of adjacent special spaces, scale and height of buildings, wall to street ratio, quality of landscaping, dominant textures and colours.

Streets should have a range of sidewalk, boulevard and interface types which will allow a different use of the public realm by responding to the relative importance of the linkage. Linkages between special places in the Beltline should be of high-quality design and construction.

On a limited number of Beltline avenues/streets, streetscapes may be enhanced by a variety of median types. The layout of any median should be strategically located in such a way as to discourage pedestrian crossings where it is unsafe and encourage a variety of landscape enhancements. Where possible, medians should have a substantial width (6 metres or more) to create a grand boulevard and provide special landscaping opportunities, small squares with public art, water features, and seating areas. The existing and future types of linkages in the Beltline consists of three major types, which are: Streets, Lanes and Pedestrian Connectors. See Map 5 for the preferred locations of the linkages described below.

Streets

Boulevards

Description

Boulevards are dynamic, green linkages with high traffic volumes, a provision for multiple movement modes, and a generous pedestrian environment. Boulevards connect major destinations within the Beltline and downtown.

Preferred locations

The identified locations for boulevards are:

- 10 Avenue from 14 Street S.W. to 1st Street S.E.; and
- 14 Street S.W. from the CPR tracks to 17 Avenue.

Design guidelines

- The carriageway shall provide a design that includes car lanes, bicycle lanes, bus lanes/bus-stops, LRT, on-street parking, crosswalks, traffic signalization, islands/medians, turning lanes, and turning radii.
- Boulevards should be well-landscaped with multiple rows of trees, where possible, that are combined with hard landscaping at-grade level or raised from the carriageway and integrated with urban furniture.
- Medians shall be landscaped with or without sidewalks and rest areas.
- Sidewalks shall include appropriate path widths, wayfinding elements, materials, and public art based on expected pedestrian volumes and activities.
- Interfaces shall include appropriate setbacks, soft and hard landscape treatments, access, and level changes.

Commercial streets

Description

Commercial streets are larger-scale streets that accommodate incremental mixed-use, high-density development; accommodate significant vehicular traffic; provide for flexible transportation alternatives; provide a comfortable, green, animated and safe pedestrian environment; and integrate a range of land uses.

Preferred locations

The identified locations for Commercial streets are:

- 11 Avenue from 14 Street S.W. to 1st Street S.E.;
- 12 Avenue from 14 Street S.W. to 1st Street S.E.;
- 4th Street S.W. from the CPR tracks to 17 Avenue;
- 8th Street S.W. from the CPR tracks to 17 Avenue; and
- 11 Street S.W. from the CPR tracks to 17 Avenue.

Design Guidelines

- The carriageway shall provide a design that includes car lanes, bus lanes/bus stops, on-street parking, crosswalks, traffic signalization, turning lanes, and turning radii.
- The boulevards shall be soft and hard landscaped and integrated with urban furniture.
- Sidewalks shall include appropriate path widths, wayfinding elements, materials, and public art based on expected pedestrian volumes and activities.
- Interfaces shall include appropriate setbacks, soft and hard landscape treatments, access, and level changes.

High streets

Description

High Streets respond to the special character of areas with historic character or high-density retail areas with high concentrations of pedestrian movements. They represent a model of the traditional main street with mixed-use, medium- to high- density developments; provide flexible transportation alternatives and a comfortable, green, animated and safe pedestrian environment; as well as integrate a range of land uses. The pedestrian realm must accommodate a full range of activities from retail to hospitality (patios), as well as other activities.

Preferred locations

The identified locations for High Streets are:

- 17 Avenue from 14 Street S.W. to 1st Street S.E.; and
- 1st Street S.W. from the CPR tracks to 17 Avenue.

Design guidelines

- The carriageway shall provide a design that includes car lanes with shared bus lanes/bus-stops, on-street parking, crosswalks, traffic signalization, turning lanes, and turning radii.
- The boulevards shall be hard landscaped with trees and urban furniture.
- Sidewalks shall include appropriate path widths, wayfinding elements, materials, and public art based on expected pedestrian volumes and activities.
- Interfaces shall include setbacks to accommodate retail and hospitality functions, soft and hard landscape treatments, access, and level changes.

Green streets

Description

Green Streets tie together multiple special places and riverfronts. Their functional role, visual character and quality of the street environment are directly influenced by the need to provide a strong green environment for pedestrians and bicyclists. Emphasis is on the recreational aspect of the street, pedestrian safety and strong natural qualities of the street.

Preferred locations

The identified locations for urban green avenues and streets are:

- 13 Avenue from 14 Street to 1st Street S.E.; and
- Centre Street from the CPR tracks to 17 Avenue.

Design guidelines

- The carriageway shall provide limited car lanes, bus-stops, on-street parking on one side, shared or separate bicycle lane, crosswalks, traffic signalization, and tight turning radii. One- or two-way streets may be considered.
- Depending on the context, boulevards could be hard or soft landscaped with urban furniture.
- Sidewalks shall include appropriate path widths, wayfinding elements and materials based on expected pedestrian volumes and activities.
- Interfaces shall include maximum setbacks for the provision of landscaping (private and public integrated treatments).

Residential streets

Description

Residential Streets are fundamental ordering devices of neighbourhood areas. They accommodate primarily residential uses with limited mixed-use activities; provide flexible transportation alternatives and a comfortable, green, animated and safe pedestrian environment as well as integrate a range of land uses for the local neighbourhood.

Preferred locations

The identified locations for Residential Streets are:

- 14 and 15 Avenues from 14 Street S.W. to 1 Street S.E.;
- 16 Avenue S.W. from 14 Street S.W. to 8th Street S.W.;
- 13 Street S.W. from 10 Avenue to12 Avenue;
- 12 Street S.W. from 10 Avenue to 17 Avenue; and
- 10th, 9th, 7th, 6th, 5th and 2nd Streets S.W. from the CPR tracks to 17 Avenue.

Design guidelines

- The carriageway shall provide car lanes, on-street parking, crosswalks, traffic signalization, turning lanes, and turning radii.
- The boulevards should be soft landscaped.
- Sidewalks shall include appropriate path widths and wayfinding elements based on expected pedestrian volumes and activities.
- Interfaces shall include setbacks, landscape treatments, access, and level changes.

Lanes

Description

Lanes:

- Provide the efficient integration of service facilities;
- Provide rear access into existing and new developments;
- Minimize disruptions to the safety of pedestrians and other traffic and provide opportunities for the attractive design of avenue/streets and other public spaces; and
- Provide access to underground parkades, inner-block surface parking, utilities, garbage collection, and service access to commercial activities/storage.

Preferred locations

There are three types of rear lanes in the Beltline which are residential rear lanes, commercial/office rear lanes and mixed-use rear lanes. Generally, all blocks should retain and improve existing laneways. All new development/redevelopment should utilize standard block patterns that include rear laneways.

Design guidelines

- Existing laneways should be paved and properly lit when existing adjacent places re-developed.
- In residential neighbourhoods rear laneways may provide alternative pedestrian entrances and additional landscaping.
- Active uses should be considered at corners and mid-block on rear lanes.
- Where possible, sidewalks should be considered and provide appropriate path widths.
- Interfaces shall include setbacks, pedestrian and car access, level changes, and on-site parking.
- Safety shall be ensured through lighting and natural surveillance.

Pedestrian Connectors

Walkways/passages (at-grade, open)

Description

Walkways/passages provide an important well landscaped connection between streets and lanes or important public destinations (parks, parking, public buildings or transit facilities). In addition to a clearly marked and lit path and desirable active treatment of the adjacent ground floor walls, walkways in commercial districts represent the opportunity for a variety of outdoor activities (patios, merchandise display) and public art (murals, decorative pergolas, etc.).

Preferred locations

The preferred locations for walkways/passages are:

- North/south mid-block locations, whenever feasible;
- All new development/redevelopments to provide at least one; and
- The existing ones are to be improved for safety with sidewalk treatments and public art.

Design guidelines

- At-grade pedestrian walkways through large blocks should be provided whenever redevelopment occurs.
- Uses should be considered at-grade on corners and mid-block.

- The sidewalks shall provide appropriate path widths and surface treatments.
- Interfaces shall include setbacks, landscaping, pedestrian access and level changes.
- Safety shall be ensured through lighting and natural surveillance.

+ 15 linkages/bridges (including +30)

Description

The +15 system is an above the ground pedestrian system that connects places and buildings. It consists of bridges, hallways/corridors and atriums. Calgary's downtown has an extensive +15 system that has evolved in the last three decades. The Beltline has limited opportunities for extension of the system. Possible locations are on 10 Avenue where there is no direct link with the downtown (no underpasses). The vertical integration of the +15 system with the street level is of critical importance as the system connects to 10 Avenue.

Preferred locations

Over the CPR tracks to 10th Avenue at 10, 9th, 7th, and 6th Streets S.W. and in the vicinity of the LRT stations.

Design guidelines

- The +15 system in the above noted locations shall be fully accessible, of the highest architectural design and quality of materials and have a visual relationship to adjacent buildings.
- The visual qualities of the +15 should be enhanced with high-quality lighting, special effect lighting, public art, and colours or banners.
- The corridors should provide appropriate path widths, surface treatments, length, activities, access, views to the outside, landscaping, and public art.
- The bridges should consider appropriate widths, activities, views, access, architectural quality, and lighting.
- The atriums of the +15 system should consider activities, views, vertical integration, water features, special lighting, and public art.
- The +15 squares/gardens should provide sitting areas, landscaping, lighting, public art, and green roofs.
- The vertical integration with the street shall connect legibly and aesthetically by stairs, escalators, and elevators and provide welcoming entrances that provide a strong sense of safety.
- Wayfinding shall be provided in signage, maps, multimedia-panels, and safety buttons.

Arcades/colonnades

Description

Arcades and colonnades are continuous covered spaces fronting on and open to a street, residential plaza or urban plaza for its entire length, except for building columns.

Preferred Locations

The preferred locations for arcade/colonnades are:

- On the south side of the avenues (east/west) to mitigate inclement weather; and
- On street corners or the development of tall buildings to mitigate down drafts.

Design guidelines

- The minimum height of an arcade/colonnade shall be 12 feet and the minimum depth 10 feet.
- The arcade/colonnade should be either at the level of joining a street/urban plaza or a maximum of 1.2 metres above ground level.
- The arcade/colonnade should be accessible to the public at all times.
- Arcade/colonnades may be open, permanently enclosed with glass or have an opportunity to be temporarily opened during the summer (flex arcade/colonnades).
- Arcade/colonnades should provide appropriate path widths, surface treatments, length, corner treatment, activities, access, views outside, landscaping, public art, and lighting.
- The access points of the arcade/colonnade should provide steps and ramps.
- Arcade/colonnades should connect at-grade uses.
- The proportions of openings (height and width of colonnade) should be considered in the design of the arcade/colonnade.
- Arcade/colonnade setbacks should be provided at the ground level and on upper storeys.
- Structural elements should be proportionately designed in regard to the type and size of columns, spacing and materials.

Gallerias

Description

Gallerias are continuous public areas within a building that connect streets and/or lanes through a block.

Preferred locations

The preferred locations for gallerias are:

- Within new comprehensive developments; and
- At mid-block or starting at street corners as a diagonal link through the block or a unifying element between tall mixed-use buildings within the block as mitigation against inclement weather.

Design guidelines

- The minimum width for gallerias should be 6 metres and the length from 30 to 100 metres.
- Special attention should be paid to proportions and detailing.
- Both sides of gallerias must be animated by commercial or similar uses. Usually gallerias connect anchor stores or major office and cultural destinations.
- +15 bridges, mezzanines and balconies that add interest and function without unduly obstructing light and air may be incorporated.
- Awnings, canopies, trees, benches, fountains, public and special landscaping are desirable, but should not impede pedestrian movement.
- The galleria should provide appropriate path widths, surface treatments, length, corner treatment, nodes, activities, access, views outside, landscaping, public art, natural and artificial lighting.
- The access points to the galleria should provide steps and ramps.
- The entrances to gallerias should include canopies and signage.
- The proportions of openings (height and width of the galleria) should be considered in the design of the galleria.
- Galleria setbacks should be provided at ground level and on upper storeys.
- Structural elements such as the type and size of columns, spacing, and materials should be considered.

The Semi-Private Components of the Plan

Interfaces

Description

Interfaces are the space between the building façade and the public sidewalk/boulevard. This semi-private space is a very important part of the image and character of the public street.

Preferred locations

- All existing properties should upgrade the front setback (Interface) treatment and provide co-ordination and integration with the public realm treatment of sidewalks and boulevards.
- All new developments shall provide any mandatory treatments specified in approved plans and the new public realm standards (trees, materials, treatment, and accessibility).

Design guidelines

- In the Beltline, the majority of buildings are not built to the property line therefore, a variety of setbacks (from 0 to 6 metres) may be provided to allow for a variety of treatments. The setbacks should follow the increments of 0 - 1.5 metres, 3.0 metres, 4.5 metres, and 6.0 metres.
- When privately owned setbacks are on a Residential Street, these setbacks should be maintained as landscaped gardens that provide proper spatial and visual transition from the public to private space. Landscaping on privately owned setbacks should be integrated into the public realm landscaping.
- Transitional space may have the form of raised terraces, fences and multi-layered landscaping. It must ensure sufficient privacy and safety for ground floor residential units.
- In mixed-use areas, front setbacks should have trees with a hard-surface treatment and may accommodate a variety of commercial activities, including restaurant patios.
- The following landscaping elements should be provided:
  - At-grade - trees, shrubs, flowerbeds; hard landscaping with trees, and colonnades;
  - Above grade - trees, shrubs, flowerbeds, hard landscaping with trees, and colonnades; and
  - Under the grade – trees, shrubs, flowerbeds, and hard landscaping.
  - Level changes should be provided by ledges, materials, slopes, steps and ramps.

- Transparency, height, materials, and colour should be considered in the design of fences and ledges.
- Entrances should provide clarity of design, scale, accessibility, and canopies.
- Urban furniture in the form of benches and lighting should be provided in front setbacks.

Publicly Accessible Private Spaces

Atriums

Description

Atriums are multi-storey spaces inside a building which rise several stories in height to a partial or full skylight. The principal purpose of the atrium is to provide sheltered space for the comfort and convenience of the general public and must be opened from early morning to late night. These spaces are for public use, usually part of civic buildings or larger commercial/office buildings. And usually have retail activities fronting the space with smaller, diverse stores and cafes.

Preferred locations

- All existing properties should upgrade the interiors of existing atriums, upgrade the treatment of the Interface (front setback) and provide coordination and integration of access to/from the public realm.
- Wherever feasible, new developments should include atriums as a design element and provide a special treatment of the Interface and an attractive connection to the public realm.

Design guidelines

- Atriums may be directly accessible to the larger +15 walkway system, any adjoining street or place.
- Planting, landscaping, fountains, kiosks, artworks, light wells and other features are desirable, but should not impede pedestrian movement.
- Entrances to atrium spaces should be clearly identified, provide security, information, wayfinding, accessibility and protection from the weather.
- Access to the atrium areas should include landscaping, steps, ramps, and clear pathways.
- Atriums may be accessed through escalators, elevators, and steps.
- Furniture should be provided in the atrium for seating and relaxing.
- Special features in the form of water features and public art should be considered in the atrium space.

Corner plazas

Description

Corner plazas are privately owned, publicly accessible pedestrian places that are open to the sky. They provide access to large office/commercial or residential developments and serve as special places for passive activities.

Preferred locations

- All existing corner plazas should be upgraded and provide coordination and integration of access, elements and visual treatment with the future new standards for the public realm.
- New comprehensive developments in the Beltline should include corner plazas and provide full integration with any new public realm standards.

Design guidelines

- Corner plazas should generally be a minimum of 250 square metres in size. Corner plazas are usually hard landscaped, but should have trees, soft landscaping, water features, sitting areas and public art.
- In cold climate environments, the best locations for corner plazas are the N.E. or N.W. corners of intersections due to the potential for direct sun exposure from 10 a.m. to 4 p.m.
- Corner plazas are usually defined by tall buildings. Excessive wind makes plazas unusable for most of the time if the base of the tall building is not properly designed. Mitigation of wind can be done through the provision of large trees, glass canopies, and special trellises at-grade or with a stepped building massing at the corner of the building.
- Building entrances should be clearly identified, provide wayfinding, accessibility and protection from the weather.
- Corner plazas should provide unobstructed main access/pedestrian pathways between entrances and sidewalks at-grade, passive activity areas may be at-grade or slightly sunken with provision of steps and ramps.
- The provision of large deciduous trees that provide a protective canopy during the summer, flower beds and low shrubs should be provided.
- Urban furniture should be provided in corner plazas.
- Special features in corner plazas should include water features, public art, and light effects.

Street corners

Description

Street corners are minor corner cut-offs or spaces with a combination of variable setbacks and smaller corner pedestrian areas. They provide access to small and medium office/ commercial or residential developments and may provide a limited number of passive activities.

Preferred locations

Street corners are provided on the majority of the Beltline corners as an enhancement to the overall pedestrian network. New corner developments should include street corners.

Design guidelines

- The size is determined either by two setback lines of 5 metres and a diagonal line which intersects those lines from the corner where they meet, or a rectilinear space with setbacks of 3 to 6 metres.
- Street corners should be a minimum of 25 square metres in size.
- In cold climate urban environments, the best locations for corner plazas are the N.E. or N.W. corners of intersections, but they are also possible at the S.E. and S.W. corners.
- Low or medium height buildings should define street corners. Glass canopies, recessed entryways or corner (perimeter) colonnades/arcades should provide wind and weather protection.
- A limited size and the presence of active uses at-grade may limit the potential for landscaping however, features such as an entry canopy, colonnade, or smaller fountain/ public art features should be provided to define this type of quasi-public space.
- Corners should be hard landscaped, but may have a limited number of trees, and limited opportunities for smaller areas for soft landscaping, water features, sitting areas and public art. Building entrances should be clearly identified, provide wayfinding, accessibility and protection from the weather.
- Unobstructed main access/pedestrian pathways between entrances and sidewalks, and passive activity areas shall be provided at-grade.
- The provision of larger deciduous trees where a 6 metre setback exists shall be provided. Avoid extensive flower beds, low shrubs or concrete planters at-grade level. Provide interest through high-quality paving and detailing.
- Limited space is provided for urban furniture therefore clutter should be avoided to best enhance this space.
- Smaller scale water features, public art, and light effects are desirable.

C. Supporting Maps

Road Hierarchy (as of November, 2005)

D. Building Form Principles

1. Front setbacks located on Residential Streets or Green Streets should be maintained as landscaped gardens that provide proper spatial and visual integration with the public sidewalk. Design elements within these setbacks may take the form of raised terraces, fences and multi-layered landscaping. It must ensure sufficient privacy and safety for ground floor residential units.

2. On corner sites, the building form shall be oriented to both adjacent street frontages with both elevations given equal importance.

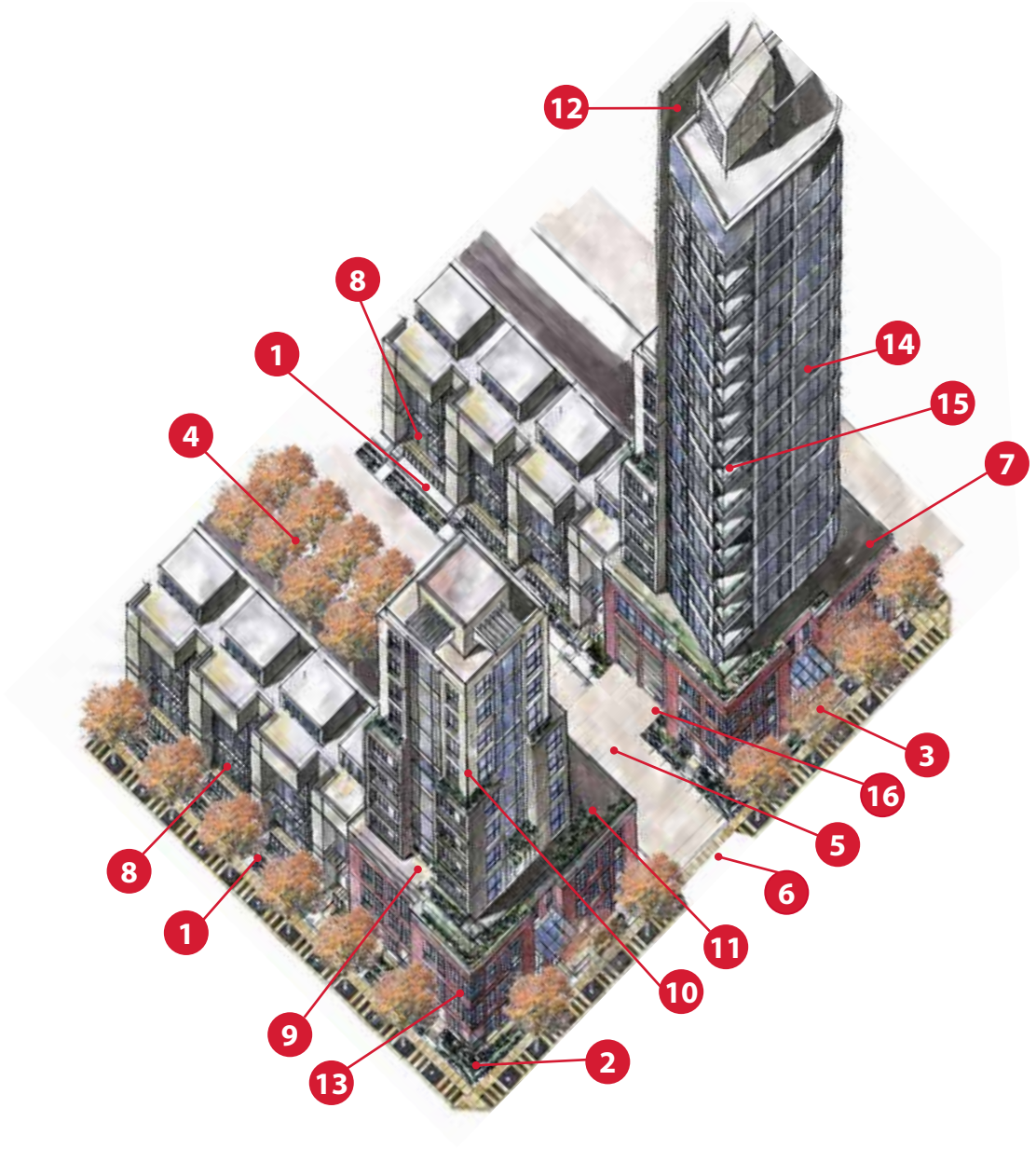
3. The main building entrances shall be located so that they are clearly visible and identified and directly accessible from the public sidewalk.

4. New developments shall provide landscaped open space or enclosed landscaped space (e.g., indoor gardens or atriums) that is available for the use of residents or tenants. Such spaces may be located at or above grade level. Where appropriate, these spaces could be made physically or visibly available to the public, in order to enhance the public realm.

5. Use existing rear lanes where they are available and create shared service areas when feasible.

6. Minimize the impact of access points on the pedestrian streetscape by keeping access widths to a minimum (consolidating with adjacent access points where possible) and using architectural or landscape treatments to minimize the visual impact of building openings and ramps, especially when viewed from public spaces.

Building form principles



7. The base of a building should be designed to create a human scaled street wall and establish a strong visual rhythm. Building bases should be designed to mitigate negative wind impacts associated with a tall tower.

8. In the case of residential buildings, the character of street townhouses and lower storey units within apartment buildings should be reinforced by providing easily identifiable units with individual front doors and windows relating directly to, and providing an overview of streets and pedestrian pathways.

9. There should be a strongly defined transition between the base and the body of a building through the use of setbacks, materials or other applicable architectural treatments such as cornices, canopies or trellises.

10. For buildings over 12 storeys in height, the top floors are encouraged to use techniques such as reductions in floor plate sizes, stepping of building mass, or creation of distinctive architectural or structural elements.

11. All rooftops, including podium and tower tops are encouraged to incorporate landscape amenities or green roofs in order to achieve aesthetic and environmental benefits.

12. It is encouraged that tower tops contribute to the skyline profile by having an identifiable, iconic architectural design that skilfully incorporates within the tower top all elevator cores and mechanical rooms.

13. Building bases are encouraged to use masonry or other durable materials and other architectural details that establish a strong visual rhythm with human scaled elements.

14. Body materials may differ from base materials, but compatibility and transition between materials should be considered and the rhythm of the lower floors should be respected. Building elements in this zone may have a "lighter" appearance with more glazing than used at the base.

15. Balconies should be designed as integral parts of the buildings rather than being "attached" to the body of building. Fully or partially recessed balconies are preferred over "tacked on" balconies, especially on higher floor plate sizes, stepping of building mass, or creation of distinctive architectural or structural elements.

Fit Within the Community Context

Specific design guidelines:

- While tall buildings and towers are acceptable, lower buildings are preferred in order to maintain the historic quality and character of the area.
- Where taller buildings or towers are proposed, the base of the new development should approximate the scale and massing of the existing warehouse buildings and be built to the property line, thereby reinforcing the strong street wall that is a defining element of this district.
- The base of new buildings should be capped with strong cornice lines or similar architectural features that maintain the street continuity of existing buildings.
- Towers or building mass above the cornice line should have a significant setback from the building base. The setback should be at least 3 metres, but 6 metres is preferred.
- The base of new buildings should not employ curtain-wall design. Building elevations should incorporate "punched" windows similar in scale and spacing to the historic warehouses.
- The use of brick and masonry, in a colour palette that is representative of the warehouse era is strongly encouraged to be used on the building base. The use of veneer or artificial masonry products is discouraged.
- Building mass above the base should be distinct and subordinate to the base. Curtain-walls, extensive glazing and lighter colours are encouraged to reduce the visual "weight" of the tower, relative to the base.
- Support opportunities for residential lofts in both existing buildings and new contextually designed buildings.

To ensure new buildings contribute to the creation of a pedestrian-scaled street wall, are in context with the surrounding building forms, minimize their impact on sunlight penetration to nearby buildings and public spaces and contribute to a visually interesting skyline. This can be achieved by the design of the three main building components: base, body and top.

Principles for Street Wall Evolution

Building Massing Policy ensures that new buildings contribute to the creation of a pedestrian-scaled street wall, are in context with the surrounding building forms, minimize their impact on sunlight penetration to nearby buildings and public spaces and contribute to a visually interesting skyline. This can be achieved by the design of the three main building components: base, body and top.

Intent

To ensure new buildings contribute to the creation of a pedestrian-scaled street wall, are in context with the surrounding building forms, minimize their impact on sunlight penetration to nearby buildings and public spaces and contribute to a visually interesting skyline. This can be achieved by the design of the three main building components: base, body and top.

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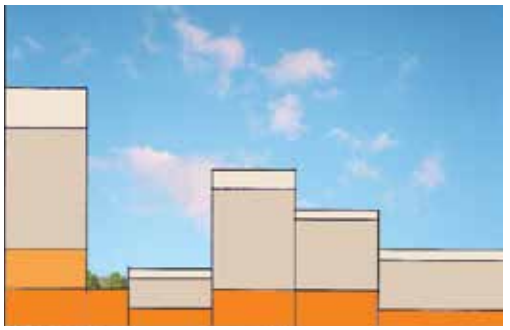

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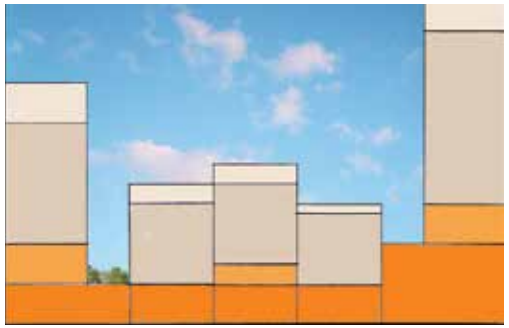

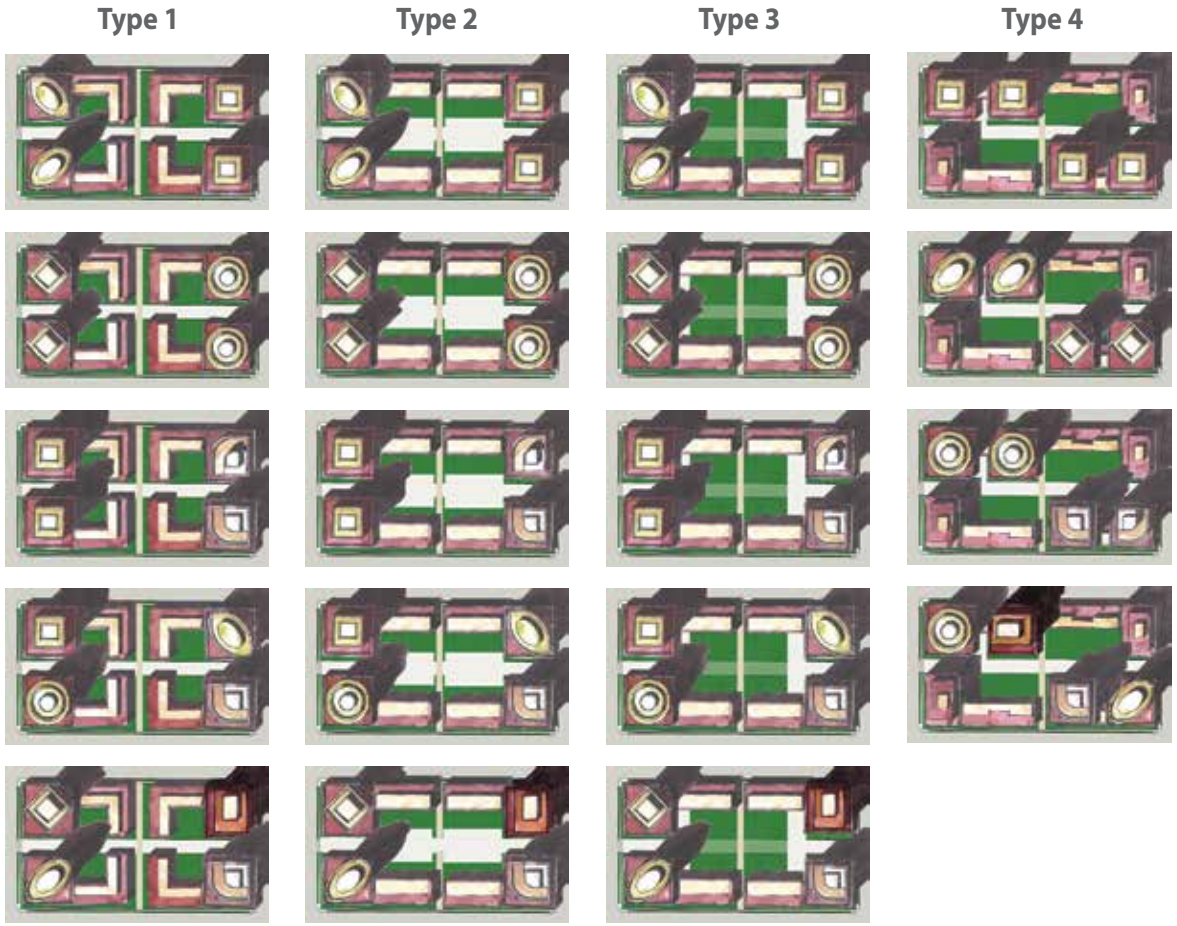

New developments may take many forms including, but not limited to, the following types:

- Low-rise buildings (0 - 4 storeys);
- Mid-rise buildings (4 - 12 storeys);
- High-rise towers (over 12 storeys);
- Perimeter blocks (low and mid-rise);
- Low and mid-rise perimeter blocks with a high-rise component;
- Street townhouses (on their own or in conjunction with other building forms);
- High-rises on low or mid-rise podiums;
- Mews development on rear lanes and other linkages; and
- Appropriate combinations of the above or types that may be developed in the future.

Potential Block Configurations and Building Typologies

To provide for variety in the building form of new developments while recognizing that building form is a function of many variables including land use, lot patterns and sizes, location, character and access. The body of the building should be massed to provide adequate light penetration to existing buildings and allow for reasonable near and distant views for existing buildings. This may be achieved by stepping the building back away from the property line or orienting the building mass away from the property line (e.g., setting the new building walls at a 45 degree angle from an existing building wall).

- In general, the body of the building should be massed to minimize shadow impacts on adjacent or nearby public sidewalks and public spaces. Specifically, buildings on the south side of an avenue should be massed to allow for reasonable sunlight penetration.

E. Proposed Implementation Projects and Studies

The following is a list of key projects and studies that should be undertaken in order to implement the policies of the Plan. Details on timing and process shall be presented to Council under separate reporting. Projects to be undertaken by Land Use Planning & Policy, Centre City Planning & Design, unless otherwise noted:

Projects requiring further consultation and collaboration with other City Business Units prior to establishing timing:

Project/Study	Timing
1. Prepare new Land Use Districts to implement the ARP.	Initiate in 2006 with target completion of 2007.
2. Report to Council on the establishment, membership and operation of the Beltline Community Investment Fund.	2006
3. Undertake a pedestrian and bicycle enhancement plan for the 10, 11 and 12 Avenues Corridor (In collaboration with or led by Transportation Planning)	May 2006
4. Undertake a detailed urban design streetscape plan for 11 Avenue S from 5th Street S.W. to 11 Street S.W. including concepts and funding alternatives. This shall be done in concert with the 10, 11 and 12 Avenues Corridor pedestrian and bicycle enhancement plan.	May 2006

Project/Study

1. Develop a long-term strategy for the improvement of existing and provision of future parks, pathways and open space.

2. Initiate a process to comprehensively design certain key rights-of-way within the Beltline. These plans will be known as Street Master Plans, recognizing they cover all elements within the right-of-way and must be designed in consideration of the adjacent land uses and building forms. The priority shall be for those streets that are currently covered by bylawed setback requirements and particularly, 1st Street S.W. and 11 Street S.W. All relevant City Business Units shall be included in this project.

3. Prepare detailed design concepts for 13 Avenue Greenway including phasing and funding alternatives. In addition to all relevant City Business Units, the design process should include participation from adjacent residents, the Calgary Pathways and Bikeways Advisory Council, the Community Association, the Victoria Park BIA and the Calgary Exhibition and Stampede.

4. Develop streetscape enhancement concepts for Centre Street S (Volunteer Way). In addition to all relevant City Business Units, this project should include participation from Volunteer Calgary, adjacent residents, owners and businesses, the Victoria Park BIA and the Community Association.

5. Prepare report to Council discussing options for the resolution of conflicts between new developments and bylawed setback requirements that have yet to be reviewed.

6. Investigate the establishment of a Community Safety Committee as per Section 10.2.2 of the Plan.

7. Initiate a promotional campaign regarding the use of the City of Calgary's Access Design Guidelines in the design of new public and private development projects.

Calgary

Beltline

Area Redevelopment Plan: Part 2

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Beltline Area Redevelopment Plan: Part 2

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Vision

The culture and entertainment district will be a year-round destination for residents and visitors to participate in a diverse array of cultural, sports and entertainment experiences. The area will tell Calgary's unique story to the world. It will become an exciting and vibrant mixed-use community that preserves and celebrates its rich history through creating authentic spaces while encouraging future growth that is unique and connected.

1 Introduction

1.1 Policy Framework

1.1.1 Legislative framework

The Municipal Government Act (MGA) is the legislative framework in which municipalities operate. It is under this authority that the policy for the Centre City, including the Beltline, is developed.

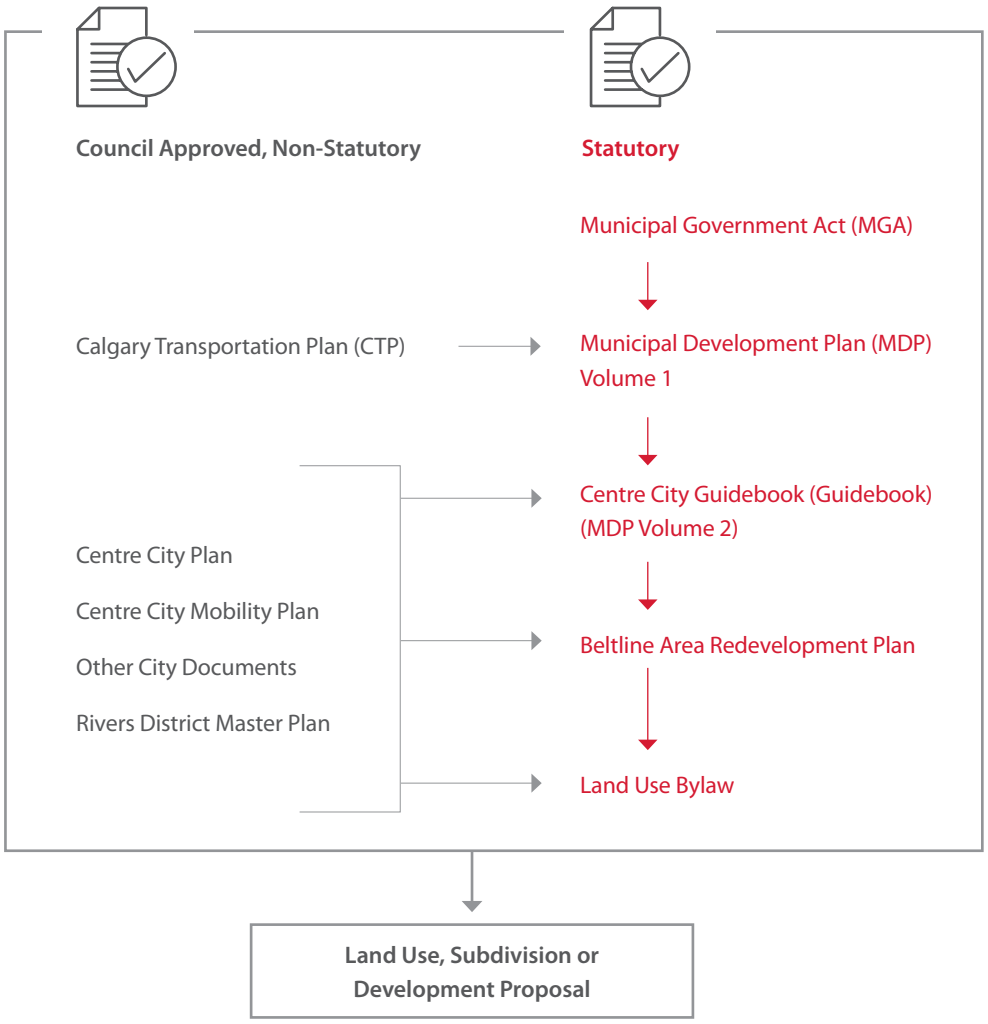
The Municipal Development Plan (MDP) Volume 1 and Calgary Transportation Plan (CTP) provide direction for growth and change in Calgary over the next 50 years.

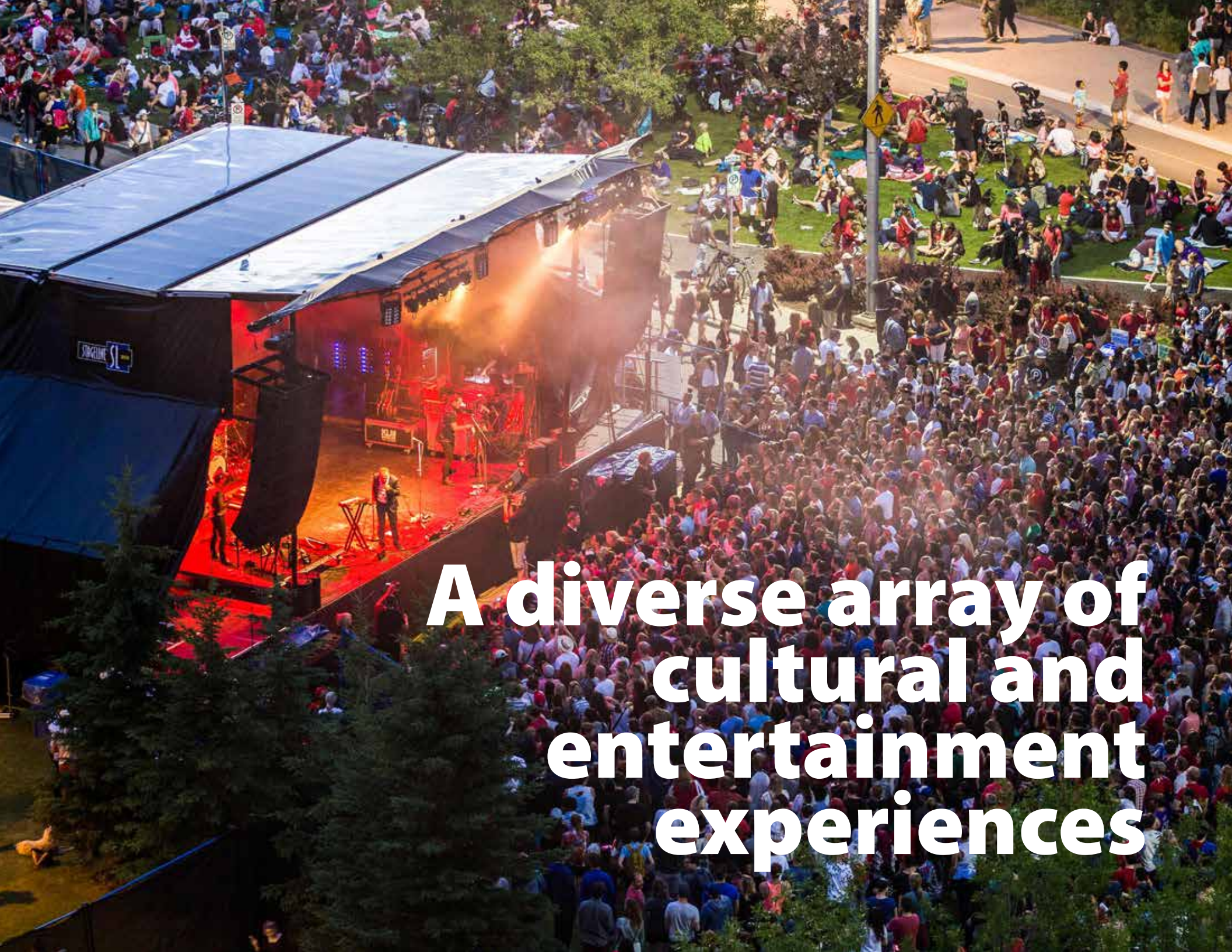
The Centre City Guidebook (Guidebook) is Volume 2, Part 2 of the MDP. It provides implementation policy for the Centre City and must be read in conjunction with the MDP, Volume 1; it is the policy foundation for a local area plan (e.g., ARP). The Land Use Bylaw is a tool for implementing this policy. Other supporting documents such as the Centre City Plan provide additional guidance for development in the Centre City (see Figure 1: Legislative Framework).

1.1.2 Calgary Municipal Land Corporation and Rivers District Master Plan

The Calgary Municipal Land Corporation (CMLC) was incorporated in 2007 as a wholly owned subsidiary of The City of Calgary to implement and execute the Rivers District Community Revitalization Plan—a public infrastructure program approved by The City and the Province of Alberta. The Rivers District Master Plan (RDMP) is a visionary non-statutory planning document created by CMLC and approved by its Board of Directors and Shareholder, The City of Calgary. This ARP aligns with and enables the implementation of the culture and entertainment district.

Figure 1 Legislative Framework


Council Approved, Non-Statutory
Statutory
Municipal Government Act (MGA)
Calgary Transportation Plan (CTP)
Municipal Development Plan (MDP) Volume 1
Centre City Guidebook (Guidebook) (MDP Volume 2)
Centre City Plan
Centre City Mobility Plan
Other City Documents
Rivers District Master Plan
Beltline Area Redevelopment Plan
Land Use Bylaw
Land Use, Subdivision or Development Proposal



A diverse array of cultural and entertainment experiences

1.1.3 Application of the Plan

The Beltline ARP: Part 2 (the Plan or the ARP) provides statutory policy specific to East Beltline. Unless specifically stated in Part 2, policies of Part 1 do not apply to this area. Policies in Part 2 of the Plan apply to the area set out in Map 1: Plan Overview (East Beltline) in addition to policies in the MDP, Volume 1, and the Guidebook (MDP, Volume 2, Part 2).

1.2 Objectives and Supporting Policy

The objectives identified in each section of this Plan are supported either by ARP policy or policies provided in other planning documents such as the Guidebook and Centre City Plan. Other applicable documents to consider are included in Appendix A: References.

1.3 Core Ideas

An AUTHENTIC culture and entertainment district is a distinct Calgary experience that celebrates the history and heritage of the neighbourhood and city.

The area has a rich history beginning with the confluence of the Bow and Elbow Rivers, which was the traditional gathering place for First Nations and Métis people. While the confluence point resides outside the Plan area, East Beltline was used for camps near the confluence, which makes this a suitable area for Indigenous policies to be applied. This was followed by the development of the historic community of East Victoria Park, which included the expansion of the railroad and the development of the Warehouse District. This area is unique in its spiritual connection with Indigenous people and its historic character. The Plan Area has been home to the Calgary Stampede for over a century, and the Calgary Flames for over 30 years, and is strengthened by the many arts and culture venues that surround it, such as the Glenbow Museum, Arts Commons, the National Music Centre, and the new Central Library. This Plan envisions a year-round destination that cultivates culture and entertainment that attracts and builds an inner-city population who want to live in a vibrant culture and entertainment district.

A CONNECTED and accessible culture and entertainment district links adjacent neighbourhoods to the district, the river and one another. The Plan supports the following new connections to enhance local and city-wide access to the area:

- Green Line
- Pedestrian and cycling connections to the river pathways
- 5 Street S.E. underpass
- 17 Avenue S.E. extension

A RESILIENT culture and entertainment district promotes inner-city density, encourages high quality design, and creates a distinct experience. The area will exemplify best practices for urban infill, economic development and green infrastructure through:

- Promoting economic resiliency
- Encouraging environmental sustainability
- Enhancing social sustainability
- Attracting private investment to sustain a destination and local economy
- Encouraging urban lifestyles that are associated with improved human health

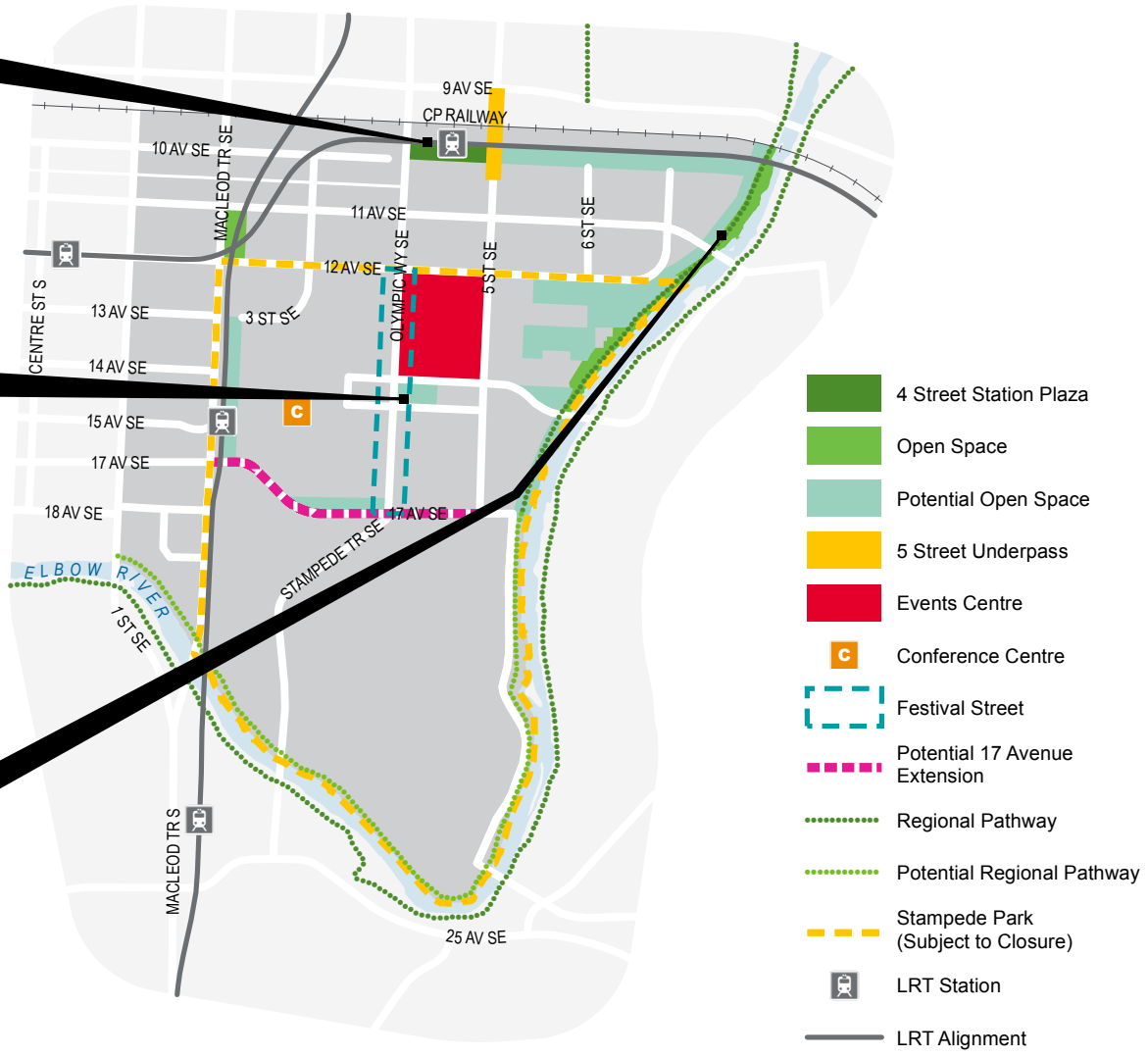
A VIBRANT culture and entertainment district is an active mixed-use area with a series of distinct places and spaces that function as the heart and gathering place for adjacent neighbourhoods and functions as a local and regional destination.

This Plan strives to create a vibrant community through:

- Promoting inner-city density
- Requiring high-quality urban design
- Creating a new and distinct culture and entertainment district
- Creating a neighbourhood centre

An AUTHENTIC, CONNECTED, RESILIENT, and VIBRANT culture and entertainment district

Map 1 Plan Overview



This map is intended to show key infrastructure and investments being made in the area. This map is conceptual only. No measurements of distances or areas should be taken from the map.

Creating authentic spaces while encouraging future growth that is unique and connected

2. Community Framework

Objective

- Enable East Beltline to be inclusive through land use and design that meets the needs of all residents and visitors.

2.1 Plan Attributes

2.1.1 Plan Area

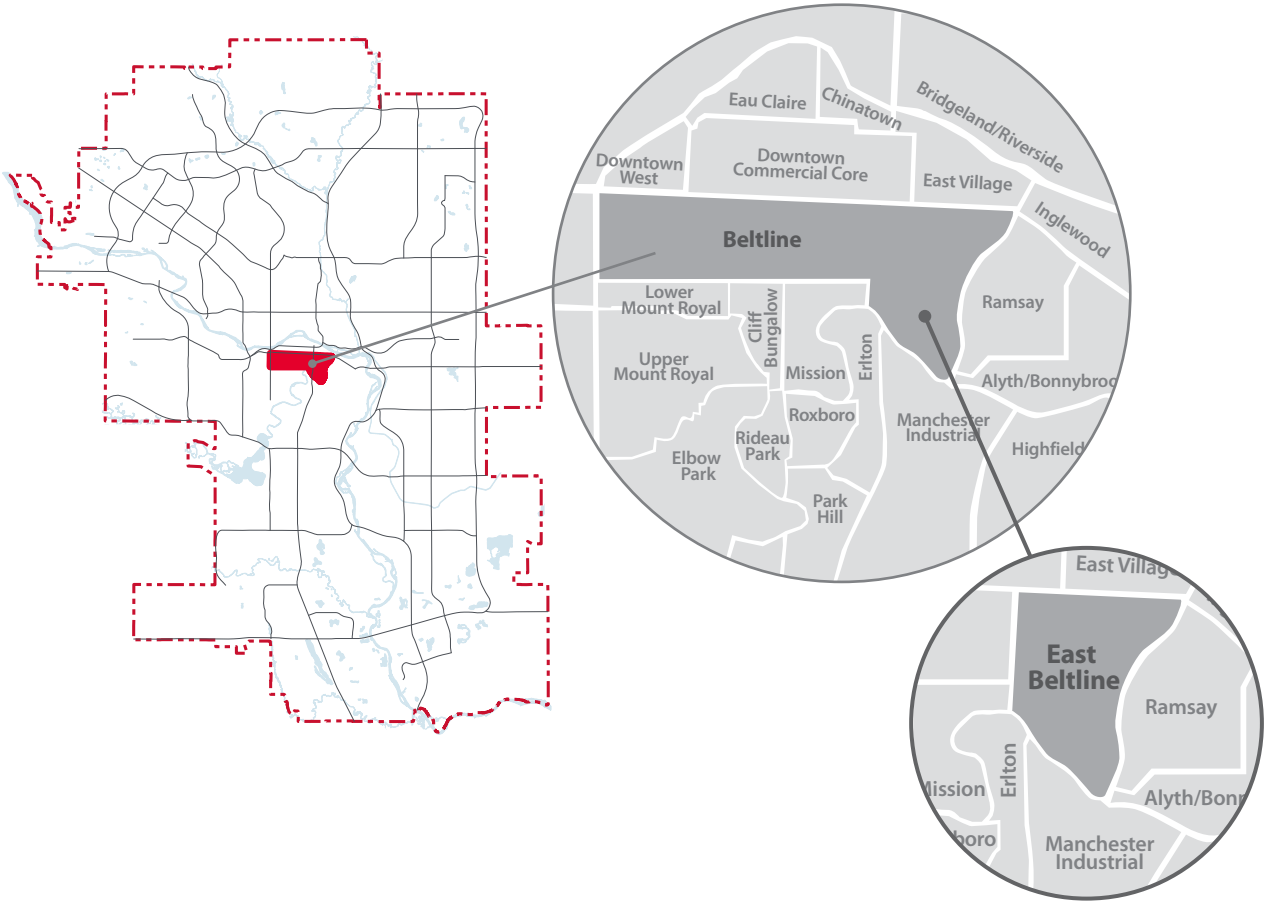
The Plan Area consists of the neighbourhoods known as East Victoria Park and Stampede Park, and is bound by 1 Street S.E. to the west, the Elbow River to the east and south, and CPR to the north (see Map 2: Location of East Beltline). An aerial map with the plan boundary is also shown on Map 3: Plan Area (East Beltline).

2.1.2 Physical Attributes

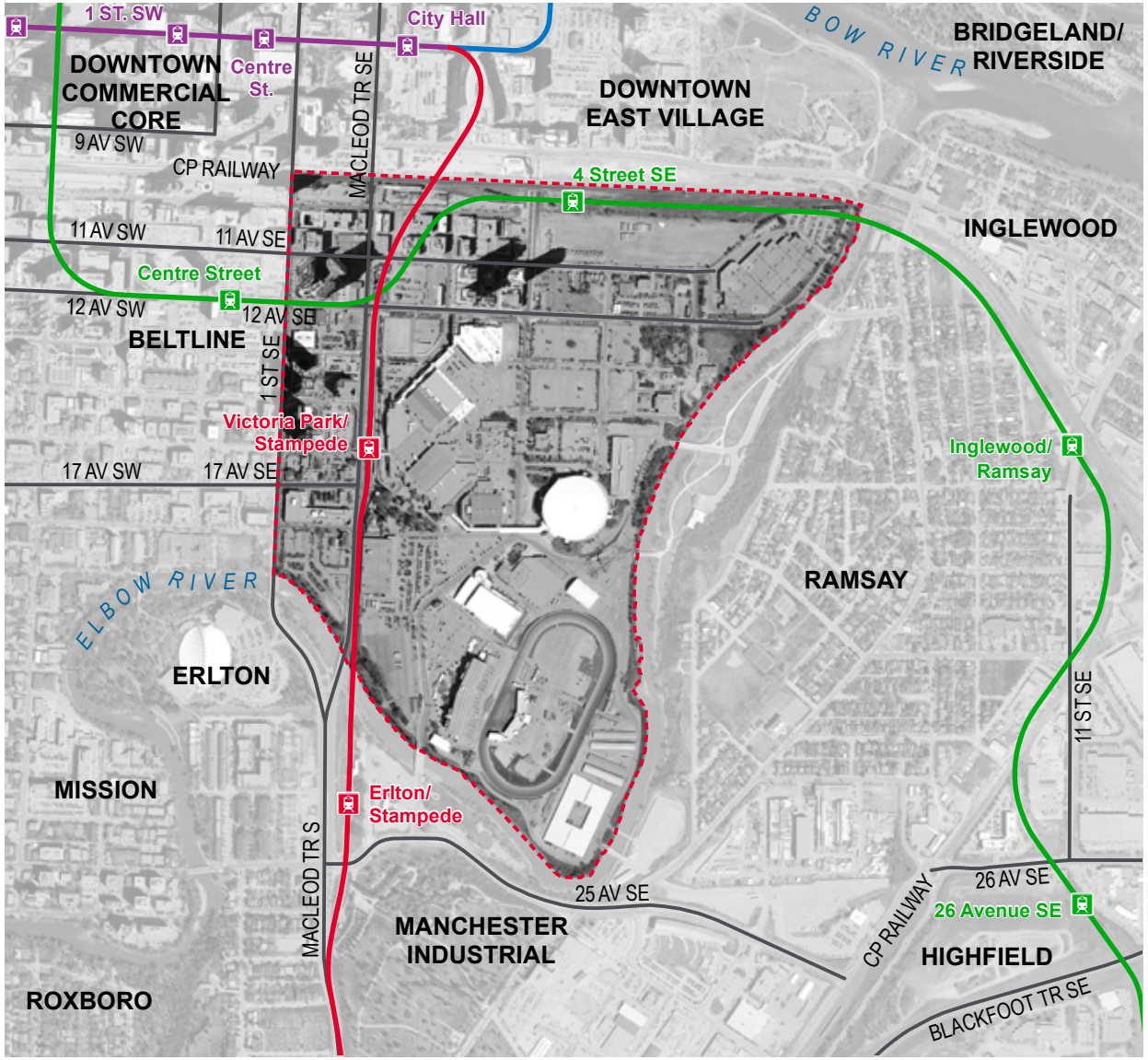
East Beltline is bound by Erlton and Mission to the west, Manchester Industrial to the south, East Village to the north and the Elbow River, Inglewood, and Ramsay to the east.

The community has remnants of the residential neighbourhood of East Victoria Park, and consists of heritage buildings, undeveloped land, surface parking and Stampede Park. Some parcels have already been redeveloped with high-density development.

Map 2 Location of East Beltline



Map 3 Plan Area (East Beltline)



Red Line Station
Green Line Station
Free Fare Zone
Red Line
Blue Line
Green Line
Free Fare Zone
Plan Area

This map is conceptual only. No measurements of distances or areas should be taken from the map.

From Indigenous beginnings to the modern city

2.1.3 From Indigenous beginnings to the modern city

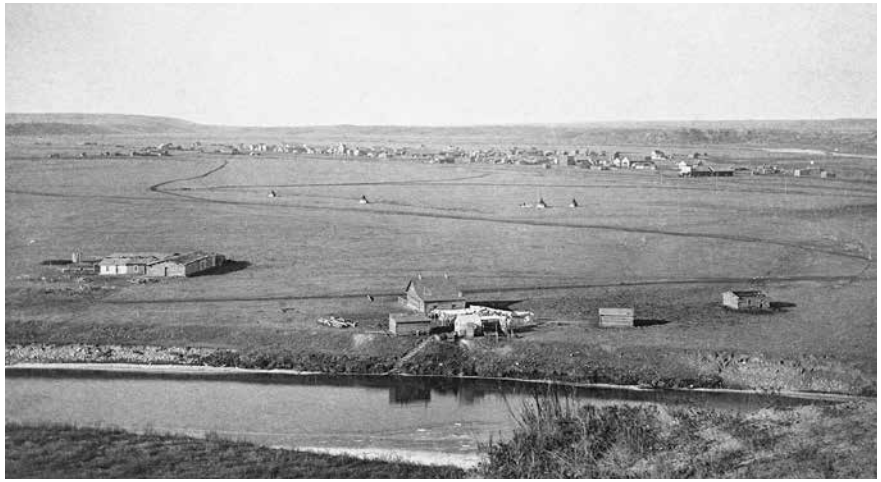
Calgary is located on the traditional territories of the people of Treaty 7, including the Blackfoot Confederacy, comprised of the Siksika, Piikani, and Kainai First Nations; the Îyâħé Nakoda First Nations, comprised of the Chiniki, Bearspaw, and Wesley First Nations; and the Tsuut'ina First Nation. The City of Calgary is also home to the historic Northwest Métis and Métis Nation of Alberta, Region 3. Many Indigenous names for the place we now call Calgary highlight the confluence of the Bow and Elbow Rivers, where the two meet to flow as one.

Since time immemorial, this location and surrounding areas have been a hub of activity where cultures have converged like the two rivers. It has been a gathering place for healing ceremonies and trading among nations, and Indigenous peoples have been its stewards.

The confluence was chosen by the Northwest Mounted Police (NWMP) as the site for a new fort, which opened in 1875. Though the NWMP post was originally called "Fort Brisebois" after its captain, it was renamed Fort Calgary in 1876 after Calgary Bay, on the Isle of Mull, Scotland. Calgary was incorporated as a town in 1884 and as a city in 1894.

The area located around the Calgary Stampede was originally called East Ward, but later became known as Victoria Park in 1889 after the abolishment of the ward system in 1905. The CPR began to sell properties before World War I, with more development occurring after World War II. This would urbanize the area as the community took shape in a traditional grid pattern.

The Saddledome would be built in 1983 to replace the Stampede Corral as the home of the Calgary Flames. The Victoria Park Business Improvement Area (BIA) was established in 1997 to help steer the neighbourhood towards a new period of growth and development. Today, the area continues to provide the sports, culture and entertainment functions of the Stampede Park, with remnants of the historic neighbourhood still intact.



Calgary looking northwest across the Elbow River in 1885. A tipi camp can be seen in centre of photo.

The same view of Calgary in 2018.

2.2 Community Context

This Plan builds on the existing community context to strengthen the neighbourhood's identity.

2.2.1 Community Demographics

In 2017, the population of East Beltline was 2,861, with 7,420 jobs. The largest increase in age cohort has been young adults from the ages of 25 to 34 years (see Figures 2, 3 and 4). There has been no significant increases in people under the age of 19 or over the age of 65.

Figure 2 Population Change

2006	**447** Dwelling units	**245** Population
2011	**1,434** Dwelling units	**1,558** Population
2016	**2,337** Dwelling units	**2,278** Population
2017	**2,338** Dwelling units	**2,861** Population

Figure 3 Age Cohort for City-Wide (2001-2016)

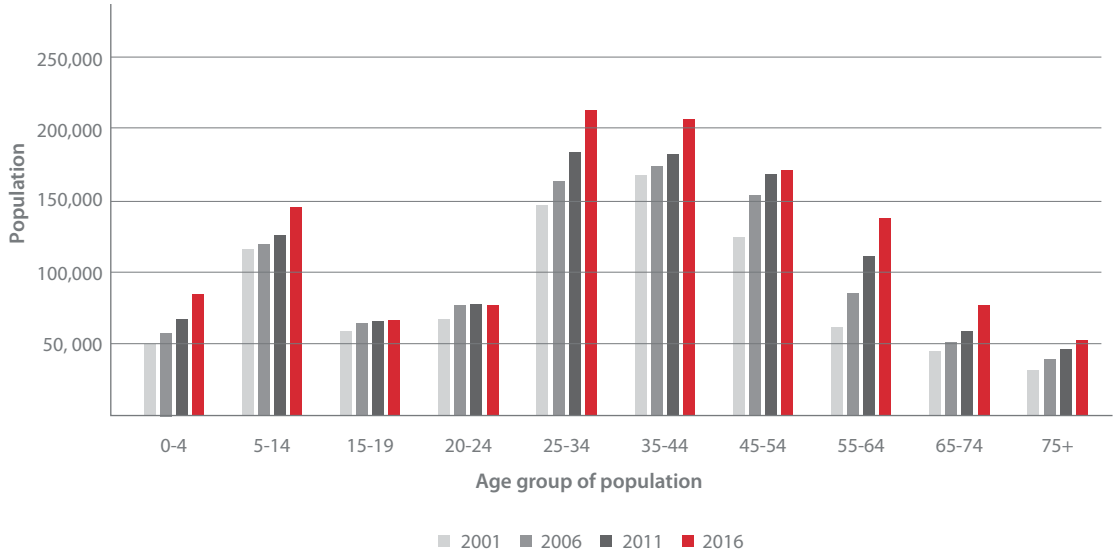
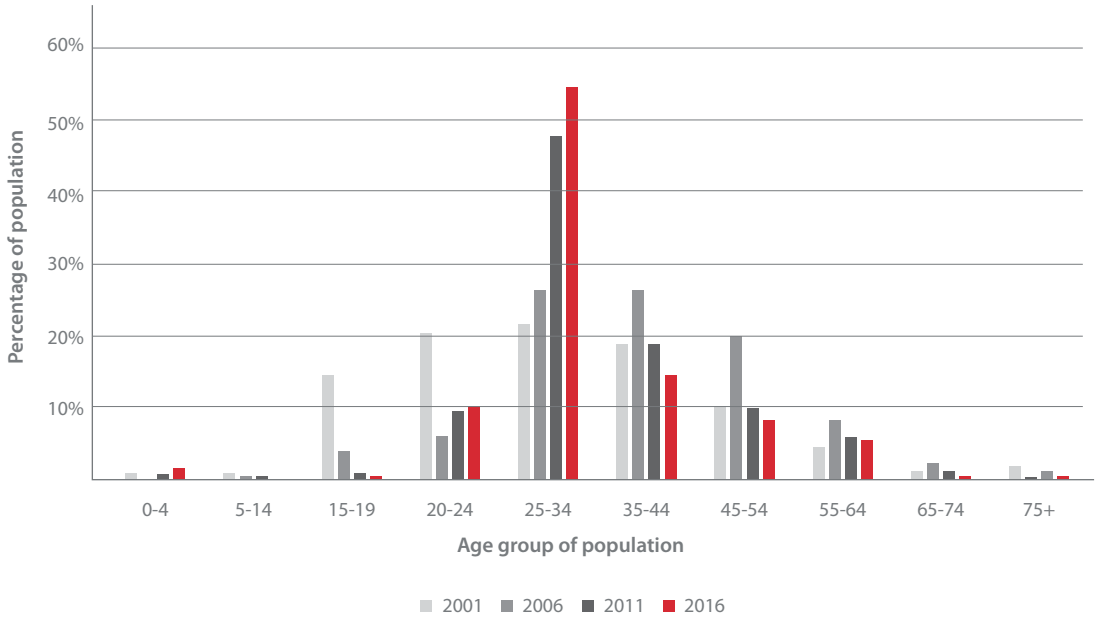


Figure 4 Age Cohort for East Beltline (2001-2016)



2.2.2 Community Priorities

Community priorities are realized through various organizations within the Beltline. The City, Victoria Park BIA, 17 Avenue Business Revitalization Zone, Beltline Neighbourhoods Association, the Calgary Stampede, CMLC, service providers, other levels of government, and developers all can play a role in taking action related to these priorities.

Safety and accessibility in the public realm

The community is frequented by a variety of residents and visitors who live, work, and play in the area. To create inclusive neighbourhoods, the design of the public realm should promote safety and accessibility through natural surveillance and other design features, as well as prioritize active modes and minimize pedestrian and vehicle conflicts.

Support local economic development

A strong local economy requires good connectivity and density to support existing and future businesses. Redevelopment should provide opportunities for local entrepreneurs to invest, develop and run businesses in the community.

Recognize culture and history

This Plan was created with the thoughtful input of Indigenous Elders, archaeological studies, and engagement with arts and culture communities. It provides policies and ideas to help tell the story of Calgary's unique history and culture and promotes arts, culture, and entertainment. The Plan encourages mixed-use development with a wide range of uses to support these activities, such as concerts, sports events, winter festivals and conferences.

Include the full housing continuum

Many residents in the Beltline are young adults living in existing housing that addresses only a portion of the full housing market continuum, including market and non-market housing, and emergency shelters and transitional housing that serve vulnerable populations from across Calgary. Future developments in the Beltline should accommodate the potential for families and places for people to age in place. Public schools operate in East Victoria Park, which make it an attractive location to provide for housing for people with children.

2.2.3 Plan Outcomes

The Plan promotes the development of a 24/7 mixed-use culture and entertainment district. It encourages fine-grained neighbourhood design and a well-connected mobility network with a focus on improved pedestrian connections within and beyond the neighbourhood. There is an expectation in East Beltline for new development to provide high-quality buildings designed with entrances oriented to the streets and transparent frontages that help to create a safe and walkable community. Development should provide housing choices that accommodate a variety of ages, stages and abilities. The same principle applies to the development of safe and inviting public open spaces. These spaces are intended to support active and passive recreation opportunities, encouraging people to gather in their community.

3 Land Use

Objectives

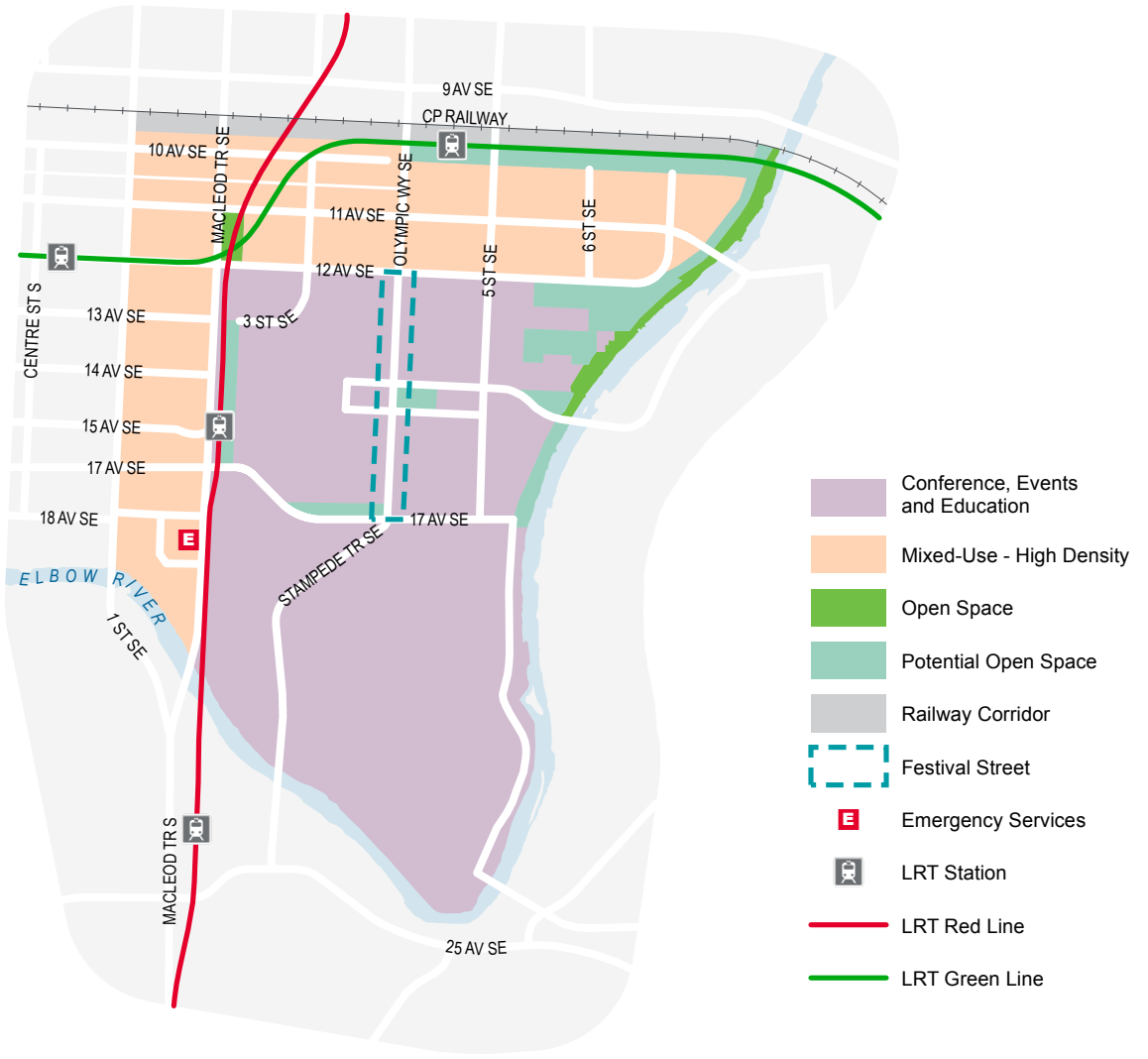
- Support the events-driven nature of the area.
- Support the development of community amenities.
- Allow for development that varies in building scale and intensity.
- Achieve a transition from high-scaled to lower-scaled massing adjacent to the Elbow River.
- Integrate the 4 Street S.E. Green Line station into the neighbourhood.
- Recognize and reinforce character areas as they emerge.

3.1 Land Use Concept

The Beltline ARP: Part 2 accommodates up to 15,000 residents and 23,000 jobs.[1] It provides for a wide range of uses, including cultural and civic amenities, hotels, event spaces and conference spaces. It is also home to the Calgary Stampede. It will continue to function and grow as a local, regional and international destination.

This section provides both the land use concept (Map 4: Land Use Concept) and character areas (Map 5: Character Areas) for the culture and entertainment district. The land use concept applies the relevant building block from the Guidebook. Character areas provide additional policies to guide the development of these unique areas.

Map 4 Land Use Concept



This map is conceptual only. No measurements of distances or areas should be taken from the map.

1 ** These numbers are estimates only and represent several development scenarios permitted by the policy. In all cases, optional bonus density was included and used for residential development. The blended scenario assumes 50 per cent of the maximum allowable commercial floor area ratio (FAR) and residential development up to the total maximum.

An exciting and vibrant mixed-use community that preserves and celebrates its rich history

3.2 Land Use Policy

Land use in Calgary's Centre City is guided by a community framework outlined in the Guidebook. The Mixed-Use – High Density building block and associated policies from the Guidebook are used to implement the vision for this Plan.

3.2.1 Mixed-Use – High Density

Mixed-Use – High Density building block accommodates a wide range and mix of compatible uses in a compact development form. It represents a typical mixed-use area with pedestrian-scaled building forms that are oriented towards the street, and accommodates non-residential activity at lower levels to activate the street.

The Mixed-Use – High Density building block has a base set of land use policies that apply to any parcel located within the Plan Area (see Map 4: Land Use Concept).

Policies

1. Land use designations should be consistent with the general land use identified on Map 4: Land Use Concept and the scale of development identified in Section 3.4: Density and Composition.
2. No new drive-through facilities will be allowed.
3. Large non-residential uses should be combined with other uses to encourage higher density development and promote pedestrian activity (e.g., smaller lobbies, active uses at grade).
4. Where a care facility or shelter is proposed, impacts of the facility on the surrounding neighbourhood should be assessed when evaluating the application (e.g., separation distances, scale of development, site design). Refer to the Planning Principles for the Location of Care Facilities and Shelters.

3.2.2 Conference, Events and Education

Conference, events and education accommodates the conference centre and Stampede Park facilities. It represents an area where a diversity of indoor and outdoor activities occur throughout the year. The area is intended to provide a variety of complementary commercial and event uses, including hotels, retail and restaurants.

Policies

1. Consideration should be given to Stampede Trail S.E. to minimize interruptions in the pedestrian environment such as driveways and service access.
2. Expansion of the existing conference centre is encouraged to support larger conferences and events.
3. An events centre should be located in the Conference and Events area to support activities such as concerts, sports events, and other forms of entertainment.

3.3 Character Areas

Character areas have special or unique qualities, such as historical buildings, cultural resources and unique streetscapes, that differ from other areas in the community. Six character areas have been identified in alignment with the Rivers District Master Plan (see Map 5: Character Areas).

3.3.1 Neighbourhood Centre

This area is adjacent to the future 4 Street S.E. Green Line LRT station. The Neighbourhood Centre is the node where Riverfront Residential, Warehouse District, East Village, and the Culture, Entertainment, and Education neighbourhoods merge. It is envisioned to include a mix of uses including residential, office, hotel, neighbourhood retail, restaurants and services. It is encouraged to continue the historic character of the Warehouse District. This high-density, high-intensity, mixed-use area offers excellent transit access and proximity to lively entertainment and cultural amenities.

Policies

1. Street level uses should contribute to a vibrant pedestrian experience and be active during the day and evening (e.g., restaurants, cafes, retail and personal services).

2. Development is encouraged to provide wider sidewalks, building setback areas and private open spaces at grade to support higher volumes of pedestrian traffic to and from the 4 Street S.E. Green Line LRT station.

3. Development applications that propose non-standard designs for access and loading may be supported subject to the discretion of the Development Authority.

3.3.2 Gateway West

Macleod Trail S.E. is the gateway to Calgary from the south and a high-density residential mixed-use seam between the Beltline and east Victoria Park. Continued infill development of high-density residential towers with a mix of restaurants, commercial and office spaces will line the busy arterials of Macleod Trail S.E. and 1 Street S.E. Signature development and architecture along the Elbow River between 1 Street S.E. and Macleod Trail S.E. should announce arrival into downtown Calgary.

Policies

1. Large commercial and retail uses may be accommodated provided that the buildings are designed to support a high-quality pedestrian experience (e.g., street-oriented buildings with at-grade uses, frequent entries, and transparent glazing).

2. Smaller use areas are encouraged along major pedestrian connections (see Map 10: Pedestrian Circulation), to create a more pedestrian-oriented fine-grained urban fabric.

3.3.3 Culture, Entertainment and Education

This area is the heart and soul of east Victoria Park. The conference centre expansion and an events centre will reinvigorate this district as a centre of national importance, attracting visitors from across the city, region, country and continent. It is also home to the Youth Campus, which is a vital creative area focused on education and the performing arts. This character area thoughtfully integrates long-standing agricultural, convention and sports venues with emerging cultural facilities, arts and education, shopping, entertainment and hotels. Organized around a network of a festival street, event plazas and riverfront parks, this character area will become a hub of activity.

Policies

1. Primary building entrances for a major event centre should be accessible and located along 12 and 14 Avenues S.E.

2. A major event centre site should provide commercial retail units, such as restaurants with patios, along Stampede Trail S.E. (Refer to Section 4.3: Building Frontages).

Map 5 Character Areas

This map is conceptual only. No measurements of distances or areas should be taken from the map.

3.3.4 Warehouse District

Located between Macleod Trail S.E. and 4 Street S.E., this area is a mix of commercial, office and residential loft uses. The scale and massing of the Warehouse District should be reflected in any new development so as to not detract from its existing character. The form and character of the Warehouse District should be continued along 11 Avenue S.E. through the Neighbourhood Centre and Riverfront Residential character areas to create a unique street experience.

Policies

1. Preservation of historic Warehouse District buildings is encouraged through the use of bonus provisions, including:
   i. Municipal Historic Resource designation; and
   ii. A heritage density transfer.
2. Renovations or additions to historic buildings are encouraged as an alternative to new development to support the existing character of the Warehouse District.

3.3.5 Agriculture, Large Events and Festivals

Cradled by the Elbow River and home of the 10-Day Calgary Stampede, Global Petroleum Show, Comic-Con and a growing agricultural event and exposition business, this area is intended for flexibility, access, and large festivals and events. The vision for this area builds upon the Stampede Park Concept Plan. This area will become a showcase for local innovation and entrepreneurial spirit.

Policies

1. Current uses in the Agriculture, Large Events and Festivals character area will continue to be supported (e.g., agriculture, events, retail, convention spaces).

3.3.6 Riverfront Residential

Riverfront Residential is envisioned as a neighbourhood designed for children and families to live and thrive in an urban environment. It is characterized by urban living with easy access to transit, downtown, regional trails and the Elbow River. A range of housing types, sizes and price points should be provided to encourage a variety of people of various ages, incomes and family sizes to create a diverse and active neighbourhood that fosters social connections. It is encouraged to continue the historic character of the Warehouse District. Buildings fronting on the Elbow River will have high-quality active edges that foster and celebrate the adjacent park space.

Policies

1. Building uses should support active frontages (e.g., patios, balconies, cafes, retail) facing the Elbow River, streets and lanes to enhance and promote use of the RiverWalk.

2. Building massing should step down towards the river to maximize solar access. Policies in 5.3: Riverfront Areas provide guidance with respect to shadowing on the Elbow River.

3. Developments should incorporate open spaces at grade to add to and enhance the open space network.

3.4 Density and Composition

3.4.1 Density Areas

The land use concept is supported by five density areas. The different areas are shown on Map 6: Density Areas, with greater detail provided in Table 1: East Beltline Density by Area.

Area A

Area A aligns with portions of the Culture, Entertainment and Education character area and allows for the expansion of the conference centre, development of the Youth Campus and other uses that support this character area. Area A is also located within a portion of the Riverfront Residential character area north of 12 Avenue S.E. Development should be predominantly residential and step down towards the Elbow River.

Area B

Area B applies to the historic Warehouse District and is envisioned to be a mixed-use area that respects its historic character through site and building design at the existing densities allocated in the area.

Area C

Area C is appropriate for higher density mixed–use developments, including hotels, with active ground floor uses due to its proximity to transit and connections to major pedestrian and cycle routes into downtown and the rest of the Beltline.

Table 1 East Beltline Density by Area

Area	Base Density (FAR)		Maximum Density (FAR)		Maximum Allowable (CR) Density with Bonus (FAR)*	Area Associated with Land Use Bylaw Bonus Area Boundaries Map
	Commercial (C)	Residential (R)	Commercial (C)	Residential (R)		
A	3.0	5.0	3.0	5.0	5.0	N/A
B	5.0	5.0	7.0	7.0	7.0	E
C	5.0	5.0	8.0	9.0	9.0	F
D	7.0	7.0	7.0	9.0	9.0	G
E	5.0	8.0	8.0	12.0	12.0 **	H

Notes:

* Site constraints and/or sunlight protection requirements may prevent maximum allowable (CR) densities from being achieved.

* Maximum allowable commercial residential (CR) densities include floor area ratio, as calculated under the Land Use Bylaw.

** For the legal parcel known as Plan A, Block 71, Lots 1 to 8: Where an approved development permit has commenced, but construction has been suspended past the maximum days allowed as per the approved building permit requirements, prior to 2011 January 01, the maximum floor area ratio may be 12.78 provided that retail and residential uses are included in the development. **Bylaws 33P2015 & 42P2016**

Area D

Area D supports development of an events centre and supporting development on adjacent sites, as well as a site in close proximity to the future 4 Street S.E. Green Line LRT station. It supports a diverse array of built forms, allowing for a variety of potential developments, including hotels.

Area E

Area E provides for the highest densities in East Beltline. Its proximity to the LRT stations and along major transportation corridors makes this area appropriate for transit-oriented development and high-density mixed-use developments with larger use areas.

3.4.2 Maximum Density

Density or scale of development and the mix of residential and non-residential uses are expressed as floor area ratio (FAR). Maximum densities are applied by parcel and are intended to regulate the following variables:

Base density: Establishes a density threshold up to which a parcel may be developed without providing public amenities.

Maximum Commercial (C) and Residential (R) density: The intensity of commercial and residential density is regulated by limiting the amount of non-residential and residential development that can occur on a parcel. The distribution of commercial and residential densities is intended to support the land use concept.

Maximum Allowable Commercial Residential (CR) density: The overall density to which a parcel may be developed. It may be a combination of commercial and residential density and includes provision for bonus density earned by providing public amenities (see Section 3.5: Methods for Increasing Density).

3.4.3 Density

The following density policies apply to any parcel located within East Beltline (refer to Table 1: East Beltline Density by Area).

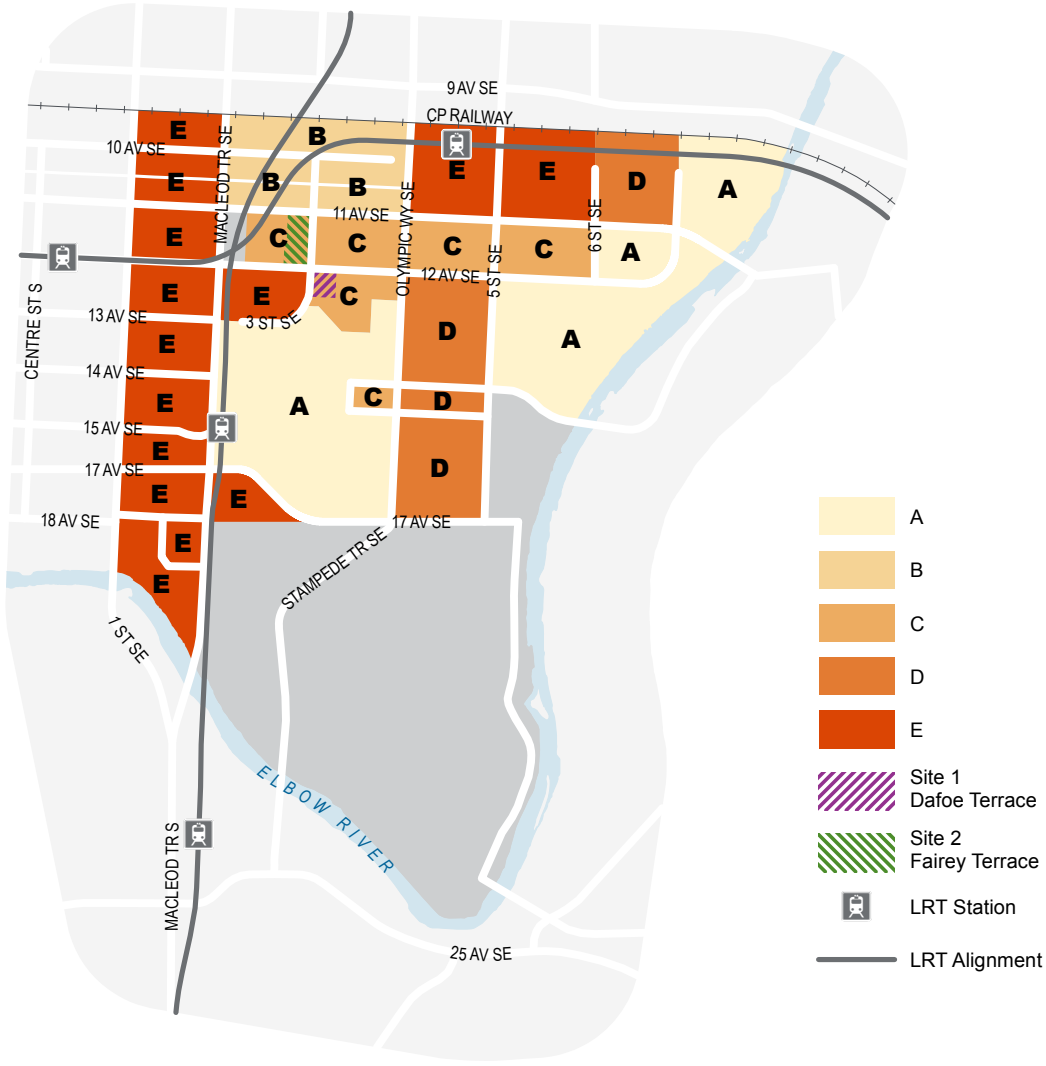
Policies

1. Maximum densities (FAR) for Areas A, B, C, D and E vary as shown on Map 6: Density Areas and Table 1: East Beltline Density by Area.

2. Sites may be developed up to the base density as shown in Table 1: East Beltline Density by Area without the provision of any public amenity items.

3. The Development Authority may consider density up to the maximum allowable density as shown in Table 1: East Beltline Density by Area where a development provides a public amenity in exchange for density. For details, refer to Section 3.5: Methods for Increasing Density.

Map 6 Density Areas



This map is conceptual only. No measurements of distances or areas should be taken from the map.

3.5 Methods for Increasing Density

In addition to the bonus options provided in the Beltline ARP: Part 1, new bonus density options are provided in Part 2 to support the culture and entertainment district.

The base density of a parcel may be increased up to the maximum allowable density by using the following methods for increasing density:

- indoor community amenity space
- publicly accessible private open space
- affordable housing units
- municipal historic resource designation
- heritage density transfer
- contribution to the Beltline Community Investment Fund
- parks density transfer
- public art on site*
- active arts space*
- cultural support space*
- innovative public amenity*
- indoor public hotel space*
- district energy connection ability*

* Density bonus option applicable only in East Beltline, in addition to all other bonus options.

3.5.1 Heritage Density Transfer

Calgary's historic resources are an important public asset that provide a unique opportunity to recognize Calgary's history and should be protected where possible.

Policies

1. The maximum densities listed in Table 1: East Beltline Density by Area may be exceeded by up to 10% through a heritage density transfer.

2. Heritage density (calculated as gross floor area) may be transferred from a donor parcel that is legally protected as a Municipal Historic Resource to a receiving parcel located within the Beltline.

3. A Direct Control Land Use District shall be required for both the donor parcel and the receiving parcel to track the transfer of heritage density.

3.5.2 Dafoe and Fairey Terraces

The following policy reflects a previous land use redesignation that facilitated the protection of Dafoe and Fairey Terraces as historic resources.

Policies

1. Any density available for transfer from Site 1 (Dafoe Terrace) shall only be transferred to Site 2 (Fairey Terrace and/or the legal parcel known as Plan 1013621, Block 79, Lot 43) as shown on Map 6: Density Areas.

3.5.3 Bonus Density

Bonus density is a voluntary method for a landowner to obtain additional FAR in exchange for providing public amenities that support the greater activity and larger population that increased density brings. In addition to the existing bonus items available in the Beltline, new items have been included for East Beltline. Methods for these new bonus density items are outlined in the Land Use Bylaw.

Policies

1. The bonusing provisions provided in the Beltline ARP: Part 1, Section 5.3 and 5.4 apply to the Plan Area in the Beltline ARP: Part 2.

2. The following bonusing provisions may be applied at the discretion of the Development Authority using the bonus density provisions outlined in the Land Use Bylaw:

    i. Public art on site

    Public art is publicly accessible art of any kind that is permanently suspended, attached to a wall or other surface, or otherwise integrated into a development. It is privately owned and must be an original piece of art in any style, expression, genre or media, created by a recognized artist. The maximum FAR for this item is 1.0.

    ii. Active arts space

    Active arts space is publicly accessible, internal space that accommodates one of the various branches of creative activity concerned with the production of imaginative designs, sounds or ideas. Active arts space is intended for activities that require public accessibility (e.g., performances, exhibitions). The maximum FAR for this item is 4.0.

    iii. Cultural support space

    Cultural support space is an internal space that accommodates one of the various branches of creative activity concerned with the production of imaginative designs, sounds or ideas. Cultural support space is intended for activities that do not require public accessibility (e.g., administration, rehearsal space, storage). The maximum FAR for this item is 4.0.

    iv. Innovative public amenity

    An innovative public amenity is a building feature that has not been considered under any of the other incentive items in this Plan, but which is determined by the Development Authority to provide an enduring benefit to the public. The maximum FAR for this item is 1.0.

    v. Indoor public hotel space

    Indoor public hotel space is publicly accessible indoor space that can be used by hotel guests, conference attendees and the general public, without having to be guests of the hotel or customers of a business within the building. Restaurant, lounge, cafe, retail and conference use areas and public connections when located at grade–and one storey above for conference facilities–and open to the public are considered to be indoor public space. The maximum FAR for this item is 2.0.

    vi. District energy connection ability

    District energy connection ability is the preservation of site areas from physical obstructions that would preclude or make unviable a connection to district energy infrastructure in the future. The maximum FAR for this item is 1.0.

4

Urban Design

Objectives

- Allow for a variety of building forms.
- Understand, value and celebrate the Indigenous and Western history of the Beltline.
- Support mixed-use buildings designed with active uses at grade that can evolve with the neighbourhood over time.
- Establish a street wall that creates rhythm and reduces the impact of large, tall buildings on the public realm.
- Ensure adequate privacy, daylight and amenity space for residents and employees.
- Create comfortable, safe and accessible pedestrian experiences.
- Design a vibrant environment during winter months.

4.1 Site Design

Buildings should be designed to frame the streets and open spaces with entrances that are clearly visible and directly accessible. Sidewalks should be wide enough to accommodate peak event pedestrian traffic.

4.1.1 Building Setbacks

In a high-density neighbourhood such as East Beltline, building setbacks are encouraged to support a high-quality pedestrian realm and contribute to the open space network.

Policies

1. Building setbacks at grade should be designed to facilitate publicly accessible private open spaces. This may qualify for bonus density as identified in 3.5: Methods for Increasing Density.

2. The planting medium for all landscaping should be of adequate depth to support the healthy development of plants and trees.

4.1.2 Site Access and Loading

Access to off-street parking and loading should be provided from lanes where possible. Where transportation standards cannot be met, innovative designs will be considered for accessing and servicing a development (e.g., loading and parking accessed via consolidated street access points, shared internal street, an interior courtyard). Site access should minimize disruptions to the pedestrian realm.

Policies

1. Where a bicycle facility (on-street or off-street) bicycle route is built or proposed, access to off-street parking and loading should be avoided.

2. Service areas should be located internal to buildings or along shared exterior loading corridors (e.g., lanes).

3. Mid-block connections within a site are encouraged to increase block permeability and create opportunities for a variety of ground-oriented uses (e.g., townhouses, retail).

4.1.3 Lane Development

Lane development and mid-block connections increase block permeability and create opportunities for a variety of desirable ground-oriented uses, including residential uses at grade, live-work units or commercial spaces.

Policies

1. Developments with building entrances fronting a lane should provide on-site space for pedestrian circulation to minimize conflicts between vehicles and pedestrians, particularly near loading bays and other service entrances.

2. Entrances for uses at grade may front onto an internal pedestrian route or lane provided they adhere to the fire department's access standards and Alberta Building Code.

3. Where lanes are developed, consideration should be given to activating building corners and providing transparent ground-level frontages to improve safety.

Vibrant and
active streetscapes
for residents and
visitors year-round

4.2 Building Design

Policies in this section emphasize the design of the street wall and the impact of building massing on the pedestrian experience on the street.

4.2.1 Building Massing

Buildings should be designed to create high-quality living and working environments, accommodate a variety of uses, and foster a vibrant and active streetscape. They should reinforce a neighbourhood scale of development in the East Beltline and help define and frame the streets.

Policies

1. The minimum horizontal separation between any two tall buildings should be as outlined in Table 2: Tower Separation Regulations.

2. Smaller separation distances may be considered for comprehensive developments and infill sites, provided the objective to ensure adequate daylight and sky views can be achieved to the satisfaction of the Development Authority.

4.2.2 Significant Corners

1. The corner of 12 Avenue S.E. and Stampede Trail S.E. is an important corner in East Beltline. Development at this location should promote high-quality architecture, accommodate a variety of uses, and foster a vibrant and active streetscape.

Table 2 Tower Separation Regulations

Building Height	Minimum Tower Separation
Below 36.0 m	No restriction
Above 36.0 m between two commercial or one commercial and one residential building	18.0 m from the facade of any other building on the same parcel
	9.0 m from a property line shared with another parcel
	6.0 m from a property line shared with a lane
Above 36.0 m between two residential buildings	24.0 m from the facade of any other building on the same parcel
	12.0 m from a property line shared with another parcel
	9.0 m from a property line shared with a lane

Note: Facade of a building does not include balconies.

Building Massing and Street Wall Relationship

4.2.3 Street Wall

The design and massing of a building, particularly at the base of the building or street wall, can help to break down bulk and height, creating a sense of enclosure for the public realm.

Policies

1. Podiums or mid-rise buildings that exceed 60.0 m in length should be articulated to reduce the perception of building bulk at street level (e.g., vertical breaks, stepbacks, materials, entrances).

2. Developments should avoid blank facades facing directly onto adjacent sidewalks. Where blank facades cannot be avoided, design considerations such as variations in materials, fenestration and articulation should be incorporated in the development to the satisfaction of the Development Authority.

4.3 Building Frontages

Building frontages contribute to shaping the overall pedestrian-oriented quality of the streetscape.

4.3.1 Active Frontages

To create a high-quality and vibrant pedestrian environment, active frontage locations have been identified on Map 7: Active and Open Space Frontages. Building frontages should be designed to animate the sidewalk or pathway, prioritizing comfortable pedestrian movement and minimizing interruptions for access and loading. Less active uses, such as residential, financial services, and office and institutional uses, are encouraged to be located behind these more active uses or on upper floors.

Policies

1. Continuous ground floor spaces composed of active uses (e.g., restaurants, retail, services, amenities) should be provided on active frontages (see Map 7: Active and Open Space Frontages).

2. Residential and office uses should be located above the first storey or behind more active ground floor uses along active frontages (see Map 7: Active and Open Space Frontages).

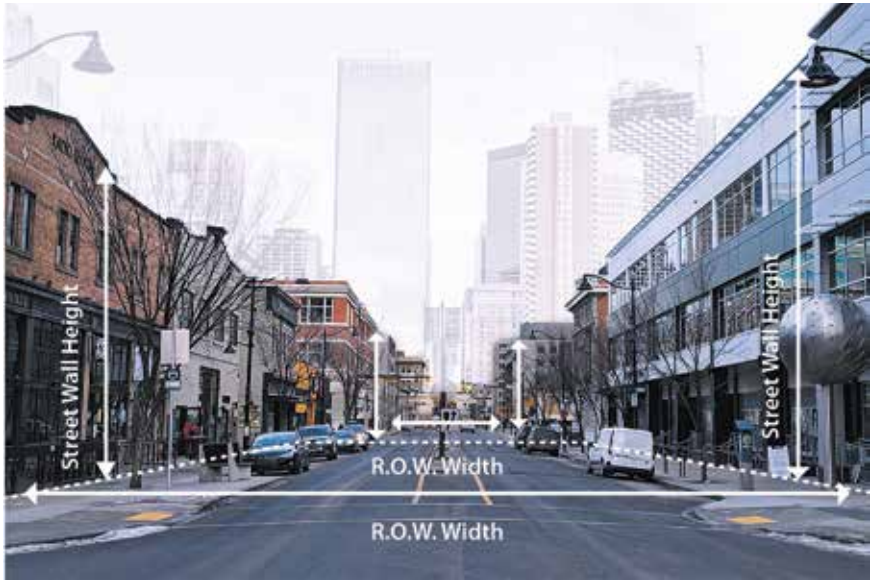
3. Restrictions to the types of uses at grade in the Land Use Bylaw may be relaxed at the discretion of the Development Authority, provided that the uses promote activity on the street (e.g. daycares, fitness facilities, micro-retail units).

4.3.2 Festival Street — Stampede Trail S.E.

Stampede Trail S.E. is envisioned as a festival street in the location identified on Map 7: Active and Open Space Frontages. As a retail, entertainment and festival street it will be the heart of the culture and entertainment district. This unique corridor should have a mix of live performance venues, bars, restaurants and retail where the street can be closed temporarily for events and festivals.

Policies

1. Buildings should be designed to activate the pedestrian realm (e.g., greater facade articulation, transparent and unobscured glazing).



An appropriate street-to-building height ratio is illustrated and supported by policies in the Guidebook.

2. Rooftops on podiums or buildings along the festival street are encouraged to be used as amenity spaces (e.g., rooftop patios).

3. Buildings located on the west side of the festival street should be designed to maximize solar exposure on the east side of the street.

4. Parcels adjacent to Stampede Trail S.E. from 12 to 14 Avenues S.E. should provide a setback to accommodate event-related peak pedestrian traffic.

4.3.3 Open Space Frontages

Building frontages adjacent to public or private open spaces have the potential to create safer gathering places by generating activity and providing natural and territorial surveillance.

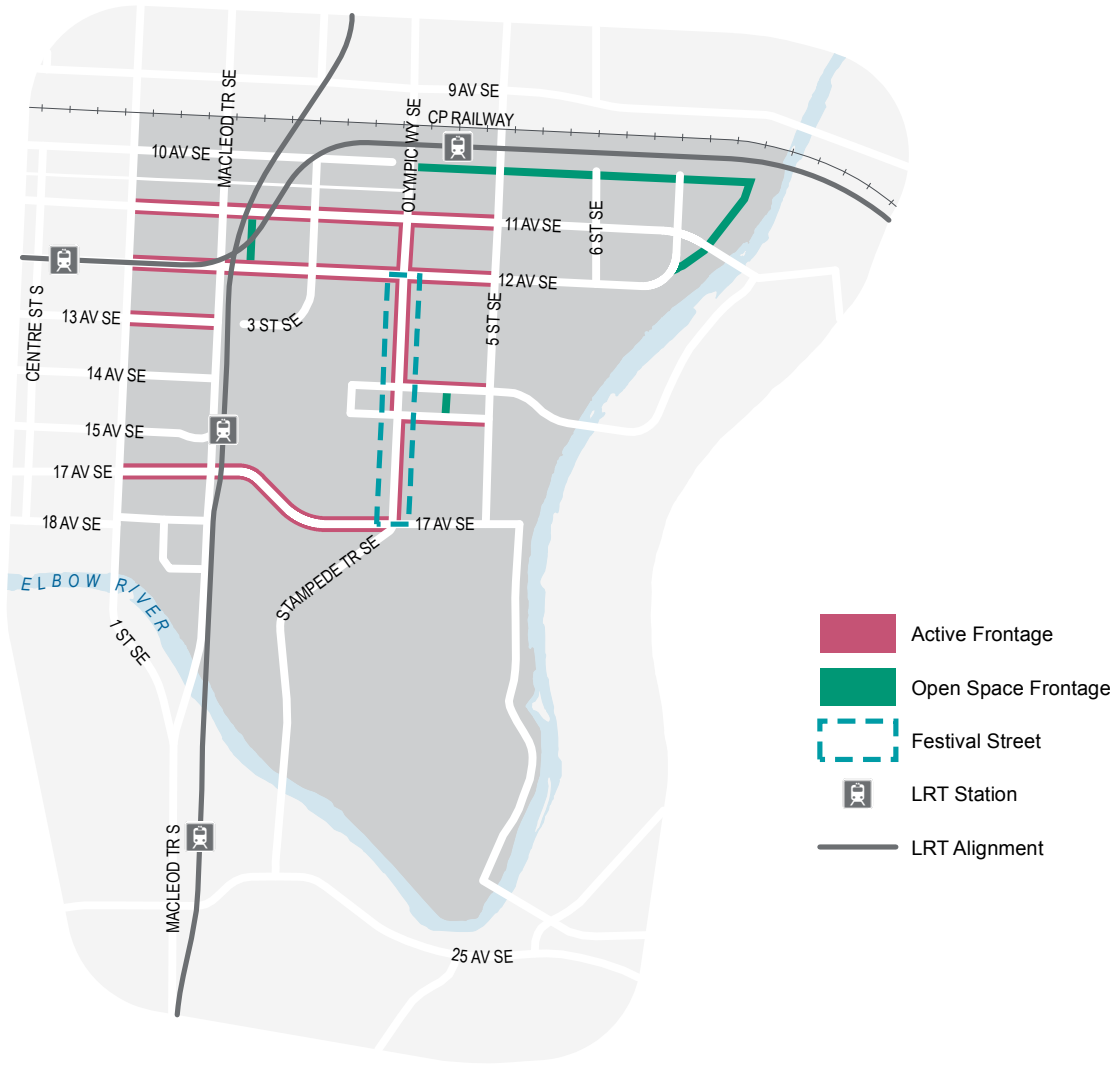
Policies

1. Where developments are adjacent to or facing an open space, as identified on Map 7: Active and Open Space Frontages, the ground floor should be designed to accommodate a wide variety of uses to activate the open space and provide for natural surveillance (e.g., retail, cafes, restaurant patios).

2. For open space frontages facing the CPR tracks between 5 Street S.E. and the Elbow River, ground floor uses may also include residential or live-work units to activate the open space and provide for natural surveillance.

3. The ground floor of a development should be designed to maximize opportunities to access adjacent open spaces as identified on Map 7: Active and Open Space Frontages.

Map 7 Active and Open Space Frontages



This map is conceptual only. No measurements of distances or areas should be taken from the map.

4.3.4 Digital Signs

In areas with high levels of activity, digital signs can be used to animate the street. The following policies address the impact of digital signs on the public realm.

Policies

1. Digital signs beyond what is contemplated in the Land Use Bylaw may be integrated as part of the facade of a building on frontages as indicated on Map 8: Illuminated Buildings and Digital Signs. This must be applied through a Direct Control District and regulations must address the following:
   i. Any requirements for a comprehensive sign plan;
   ii. Minimize the impact on adjacent residential areas and vehicular traffic.
   iii. Identify where animated signs are permitted; Set maximum individual sign size;
   iv. Set minimum sign separation distances; and
   v. Set the hours of operation.

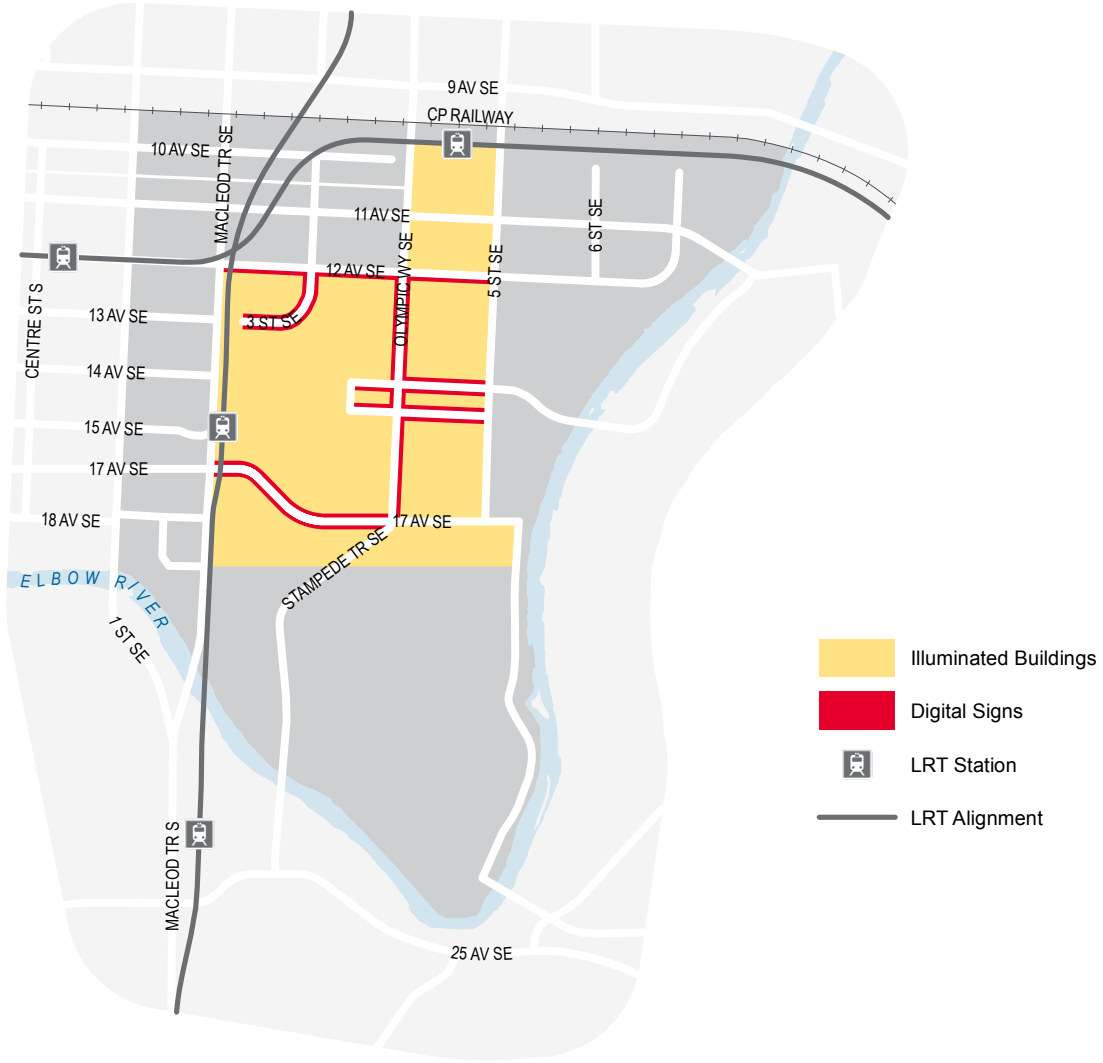
4.3.5 Illuminated Buildings

Illuminated buildings can be used to promote a dynamic and vibrant street environment.

Policies

1. Illuminated buildings are encouraged in the areas shown on Map 8: Illuminated Buildings and Digital Signs and should follow the Centre City Illumination Guidelines.

Map 8 Illuminated Buildings and Digital Signs



This map is conceptual only. No measurements of distances or areas should be taken from the map.

4.4 Crime Prevention Through Environmental Design

Safety and security should be a consideration in the design of buildings, open spaces, walkways or pathways, and parking areas.

Due to the nature of East Beltline being an area for large gatherings and crowds, streets and sidewalks should be designed to minimize pedestrian and vehicle conflicts.

Policies

1. Development applications in the East Beltline area may be circulated to Calgary Police Services for a Crime Prevention Through Environmental Design assessment.

2. Interim uses are encouraged in the Plan Area to foster street-level activities and maintain "eyes on the street" (e.g., pop-up shops, pocket parks, farmers markets).

3. Development of the public realm should protect the public while complementing good urban design principles (e.g., planters, street furniture, bollards).

4.5 Historic Resources

Historic resources, such as heritage buildings, are a defining characteristic of communities and should be preserved, or protected, where appropriate. Policies in the Plan encourage redevelopment in the community, while conserving, enhancing and celebrating the community's heritage character and heritage resources.

4.5.1 Historic Resources

The term historic resources is used to describe a variety of natural and human-made features managed by both provincial and municipal authorities in Alberta. The East Beltline is rich in known historical resources and has potential for the discovery of buried archaeological resources. The Calgary Heritage Authority maintains the Inventory of Evaluated Historic Resources, which identifies properties that have been evaluated and determined to have sufficient heritage value to merit eligibility for incentives to encourage their preservation. Some of the properties on the inventory have been formally protected through designation bylaws. Designation prevents demolition and requires that any alterations be done in accordance with the Standards and Guidelines for the Conservation of Historic Sites in Canada. A number of properties within East Beltline can be found on the Calgary Heritage Authority Inventory.

As noted, the confluence of rivers and adjacent areas have been a gathering place since time immemorial, where remnants of human activity may include stone circles (tipi rings) and camp debris. The East Beltline became home to some of the earliest homesteads, including (according to map records) a number of Métis families who settled in the vicinity of Fort Calgary. The landscape then changed with the arrival of the CPR, which ushered a new stage of development. Small row house communities were established, reflecting the economic boom of the time. Many of the houses do not remain, but the area has not undergone the same degree of redevelopment as the West Beltline, and remnants of human activity may remain buried beneath the present-day surface. A number of historic archaeological resources have been recorded within East Beltline, further study of which may shed light on the day-to-day life in Calgary's early history. Such resources are managed by the Province, which will review proposed development plans and determine if and when Historic Resource Impact Assessments (HRIAs) are required.

Policies

1. Historic interpretation of the area's history and archaeology should be incorporated in new developments, where appropriate, to help the public understand, value and care for the historic environment.

Heritage buildings are a defining characteristic of communities

5

Parks & Open Spaces

Objectives

- Provide a variety of well-connected open spaces and amenities that support local and regional activity year round.
- Balance pedestrian access to nature with preservation of biodiversity and protection of the riverfront zones along the Elbow River.

5.1 Parks & Open Spaces

The Plan envisions a variety of new and enhanced open spaces connected by high-quality streets and pathways (see Map 9: Open Spaces). These form a network of spaces for community gathering, active and passive recreation, and cultural celebration. Some open spaces are owned by the Calgary Stampede and may be subject to closure from the public during events.

Providing new open spaces for existing and future residents is important to creating a complete community. The following policies are provided to manage existing parks and provide direction on the acquisition of future open spaces in the community.

Policies

1. Where Municipal Reserves are owing they should be dedicated in the form of land. Land will be evaluated based on its ability to complement the open space network.

2. Potential open spaces identified on Map 9: Open Spaces may be acquired through dedication or purchase, or be included as a component of private developments as either private amenity space or publicly accessible open space.

5.2 Open Space Design

The network of public and private open spaces in East Beltline should provide opportunities to support year-round activity. These open spaces should be designed for all seasons and all ages.

1. Small-scale buildings, such as warming huts, may be allowed in public open spaces (e.g., buildings less than 100 square meters in size, less than 10.0 m in height).

2. Street furniture, enhanced soft and hard landscaping, and public art should be provided in areas with greater pedestrian activity to maximize use and enjoyment of the open space network (e.g., active frontages, riverfront paths).

3. Buildings should be designed to optimize sunlight access to the river, streets, open spaces and plazas.

4. The lands defined as potential open space may become a component of the open space network, such as the 10 Avenue linear park and central urban plaza. They may be acquired by the City where feasible or be included as a component of private developments as either private amenity space or publicly accessible private open space.

5.3 Riverfront Areas

The Elbow River is a significant community asset. The open space network provides Calgarians the opportunity to access nature in an urban environment year-round while protecting the existing biodiversity. Parks along the western edge of the Elbow River are encouraged and should be designed as a high-quality open space with linkages to the regional pathway system and existing open spaces.

Policies

1. Developments shall not cast shadows onto the riverbank within an area 10.0 m in width abutting the west top-of-bank of the Elbow River between the hours of 10:00 and 16:00 as measured on September 21.

Building heights step down towards the river as required by policy.

Map 9 Open Spaces

This map is conceptual only. No measurements of distances or areas should be taken from the map.

6

Mobility

Objectives

- Promote a vibrant and connected community.
- Integrate and connect major pedestrian, cycling and transit facilities to the culture and entertainment district, the Beltline, and Downtown.
- Design streets to be safe, attractive and well connected for pedestrians, cyclists, transit users and vehicles.
- Support on-site mid-block connections, lanes and pedestrian-friendly streets and pathways.

6.1 Sidewalks & Pathways

Streets and lanes are intended to be places for people. They should be designed to provide a vibrant and active urban environment, and ensure pedestrian safety and comfort by balancing the efficient movement of bicycles, transit and vehicles. Connectivity between adjacent communities and East Beltline should be improved.

Policies

1. To improve public safety, pedestrian routes and public open spaces should be designed to direct pedestrian movement toward marked or signalized crosswalks.

2. Mid-block connections should be explored in locations where it can be demonstrated that they support a more comprehensive pedestrian network for the neighbourhood and can be accomodated safely.

6.1.1 Pedestrian Connections

Major pedestrian connections may function as multi-use corridors that move people effectively and safely. They may be located on public or private land.

Policies

1. Major pedestrian connections should be located as shown on Map 10: Pedestrian Circulation.

2. Major pedestrian connections should have enhanced streetscape treatments (e.g., double row of trees, street furniture).

3. Pathways and bridges connecting to Stampede Park are subject to periodic closure at the discretion of the Calgary Stampede.

4. Crossings should be considered across Macleod Trail S.E. and across the LRT tracks to increase permeability into the area.

5. Scramble crosswalks, or other traffic controls that facilitate high volume pedestrian crossings, should be explored near major event centre entrances.

6. A pedestrian/cycle enhancement plan should be developed for 10, 11 and 12 Avenues.

6.1.2 Wayfinding

Wayfinding is an important element in East Beltline to inform residents and visitors where to find buildings, transit facilities, pathways, cultural and recreational resources, and other key locations within the Beltline.

Policies

1. Wayfinding signage should be located along high pedestrian traffic areas such as major pedestrian connections, the festival street, and LRT stations. (See Map 10: Pedestrian Circulation).

Map 10 Pedestrian Circulation

This map is conceptual only. No measurements of distances or areas should be taken from the map.

6.2 Cyclist Circulation

Streets and pathways provide important connections within the city's cycling network. The following policies support Calgary's cycling strategy and encourage active modes. The Plan encourages new connections for cycle tracks (e.g., off-street cycle lanes next to vehicle lanes).

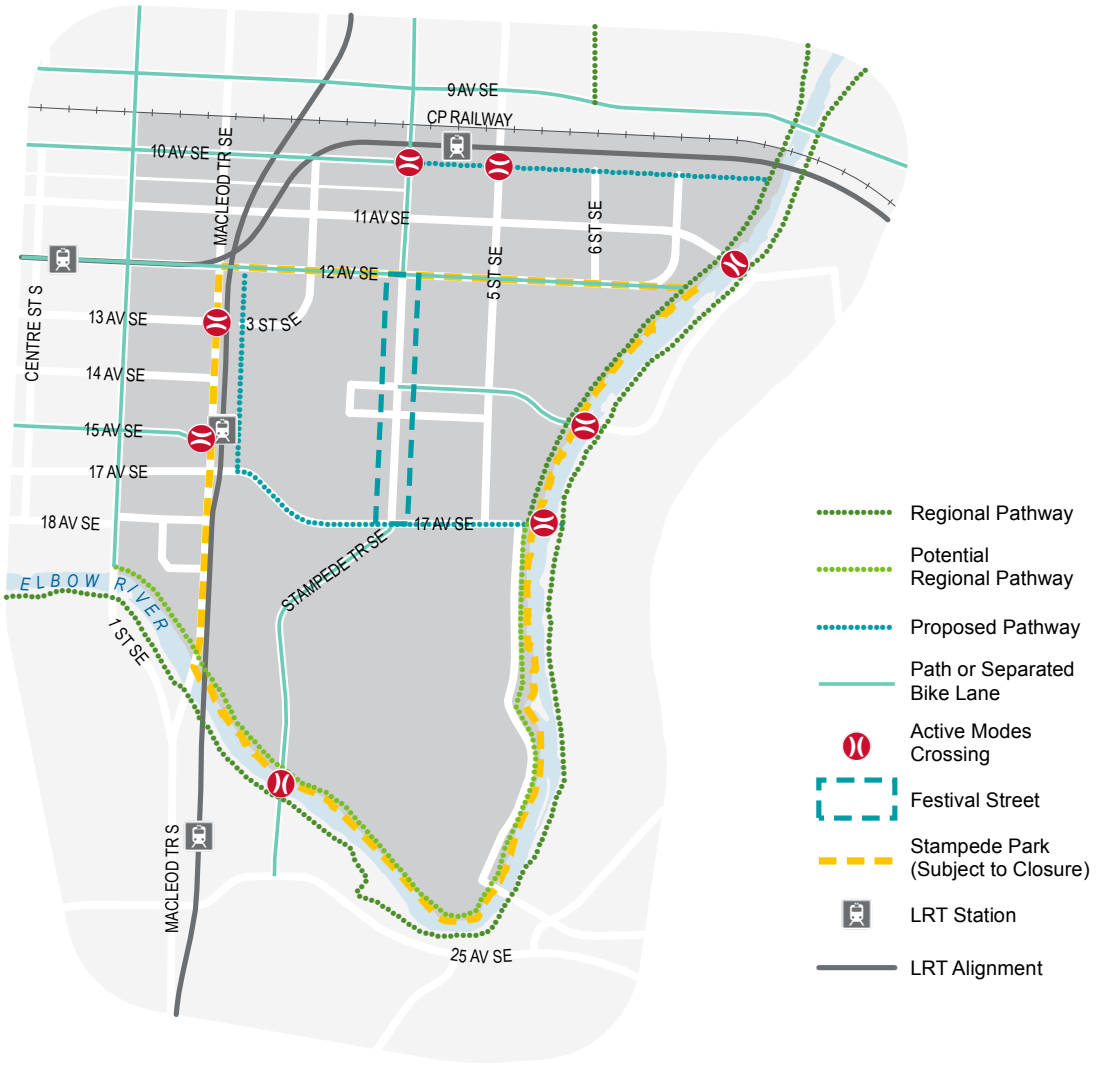
Policies

1. Public bicycle amenities are encouraged in key locations such as LRT stations, the events centre and open spaces. Bicycle amenities include but are not limited to temporary bike parking facilities, tune-up stations, bike washing stations and bike lockers.

2. Regional pathways within Stampede Park, and active mode crossings located as shown on Map 11: Cyclist Circulation (including the existing regional pathway), are subject to periodic closure at the discretion of the Calgary Stampede.

3. Due to physical constraints and potential safety issues associated with the Calgary Stampede back-of-house operations, the potential regional pathway is subject to further review by The City and the Calgary Stampede.

Map 11 Cyclist Circulation



This map is conceptual only. No measurements of distances or areas should be taken from the map.

6.3 Public Transit

Transit routes in East Beltline are part of the regional transit network. The Green Line LRT will travel adjacent to the CPR tracks, with a station located between 4 Street S.E. and 5 Street S.E. A bus rapid transit (BRT) line will travel near the East Beltline on 9 Avenue S.E. Additional transit services are also provided by the existing Red Line LRT and several bus routes in the Plan Area. Transit routes are shown on Map 12: Public Transit Network. Special shuttle routes for events may also be undertaken in coordination with the Calgary Stampede.

Policies

1. Streets identified as transit routes on Map 12: Public Transit Network should be designed to support efficient and convenient transit services. This should include appropriate street design and protection for future transit stop locations, including space for amenities as identified by Calgary Transit.

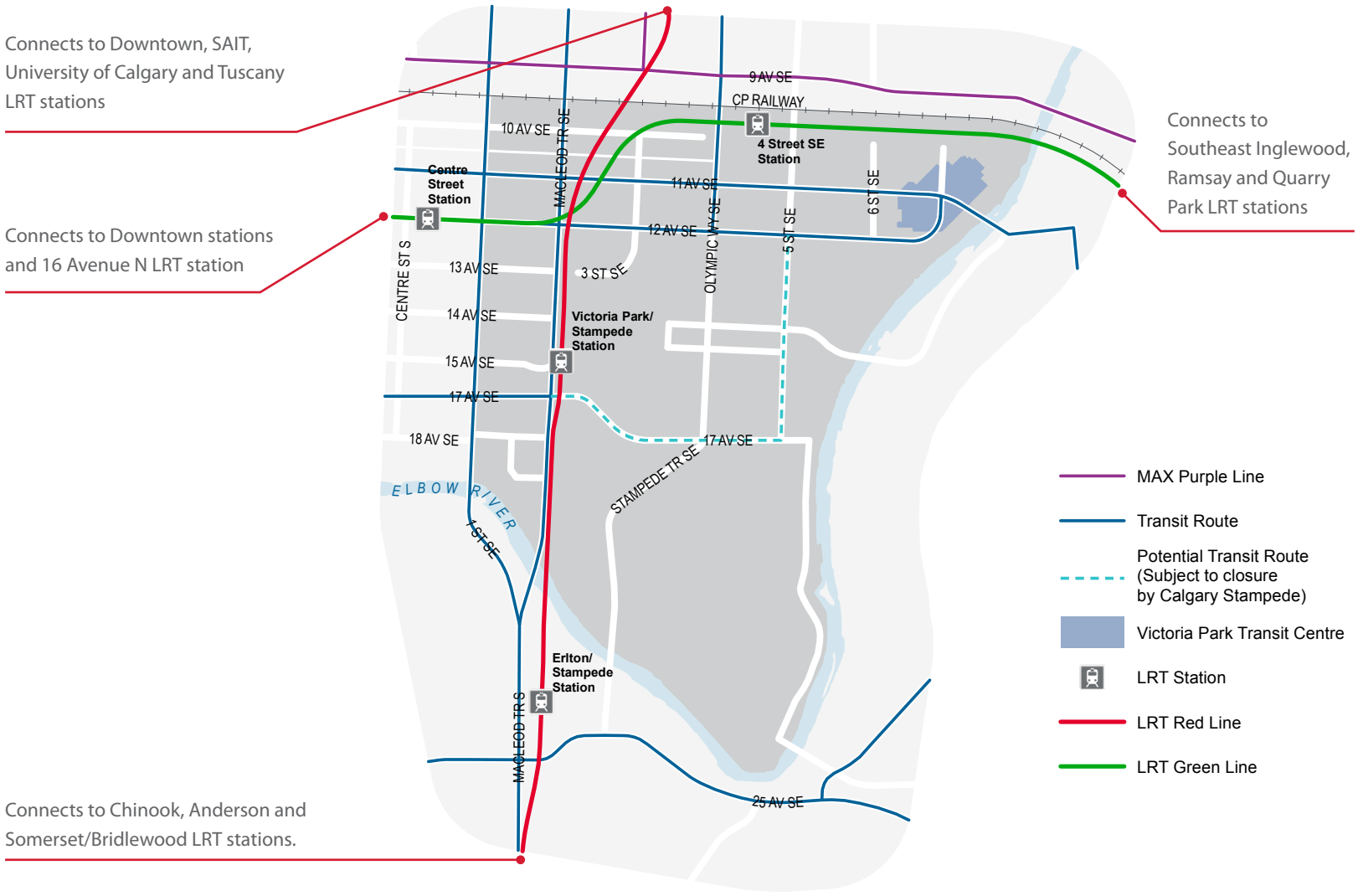
2. The potential transit route in Stampede Park as identified on Map 12: Public Transit Network should meet all requirements of Policy 6.3.1, but may be temporarily closed from time to time during major events on the exhibition grounds.

3. As resident and employment populations increase in East Beltline, transit service should be monitored and adjusted as required based on ridership, demand and funding.

6.3.1 Victoria Park Transit Centre

The Victoria Park Transit Centre (VPTC), as identified on Map 12: Public Transit Network, continues to be a critical facility to deliver efficient operations of Calgary Transit service for the city. The site is not intended to remain home for this transit centre for the long-term. When Calgary Transit moves its transit operations from the VPTC, the site will become an opportunity for redevelopment as envisioned in this plan.

Map 12 Public Transit Network



6.4 Streets

East Beltline will become one of the most well-connected communities in Calgary, including a well-connected street grid, two LRT stations and regional pathways.

Policies

1. New rights-of-way matching the existing urban grid should be considered on the VPTC site.

2. The street network should provide additional connections located at 17 Avenue S.E. and through a new underpass at 5 Street S.E. as identified on Map 1: Plan Overview.

3. The 7 Street S.E. connection under the CP Railway Tracks will be closed to vehicular traffic.

7 Arts & Culture

Objectives

- Provide a variety of arts and culture opportunities for residents and visitors.
- Support arts and culture experiences year-round through day and night.
- Support arts and culture activities for all ages and abilities.
- Support the development of accessible indoor and outdoor spaces for arts, education and development.
- Allow for a diversity of safe, walkable and animated street festivals.
- Incorporate Indigenous elements in the area to share Calgary's unique story with the world.

7.1 Arts & Culture

East Beltline is an important part of the arts and cultural landscape of Calgary. It links 17 Avenue South to the Music Mile (9 Avenue S.E.), and has been the centre for major cultural, sport and entertainment-focused events. Arts and culture activities are economic drivers that create jobs, build community, increase social inclusion, and animate our communities. Continued stakeholder collaboration will be an important element in ensuring culture and entertainment is delivered and programmed successfully.

A successful arts and culture landscape also provides opportunities for winter culture activation. Density bonusing for arts and cultural space is encouraged as outlined in Section 3.5: Methods for Increasing Density. Adjacent cultural and arts amenities such as 17 Avenue South and the Music Mile should be well connected through improved transit, pedestrian and cycling connectivity. Some of these amenities are identified on Map 13: Cultural Points of Interest.

The following policies are provided to help arts and culture flourish in the community.

Policies

1. Development of cultural clusters is encouraged in the Plan Area (e.g., performance venues, art galleries, gathering spaces, park spaces) in close proximity to one another.

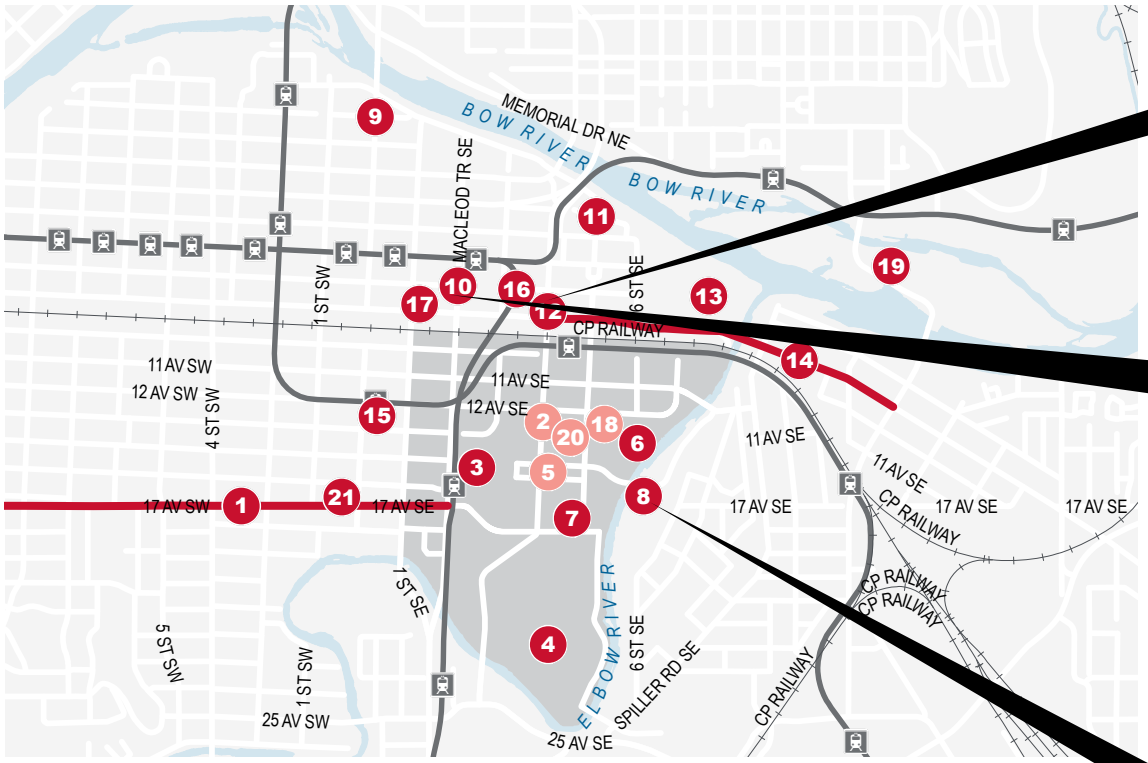
2. Public art is strongly encouraged as a part of any public or private development.

3. Public art, signage and other urban design elements in East Beltline are encouraged to reflect the cultural and historic significance of the area (e.g., Indigenous peoples, historic buildings, archaeological sites).

4. Collaboration with community groups to promote mural and arts activities along active frontages is encouraged.

5. Development is encouraged to provide physical space opportunities for entertainment purposes such as stages or platforms for live music, busking, or street theatre.

Map13 Cultural Points of Interest



Cultural Points of Interest

- Existing
- Proposed

1) 17 Avenue
2) Festival Street
3) BMO Centre/ Casino
4) Stampede Park
5) Central Plaza
6) Youth Campus
7) Saddledome
8) Elbow River Camp
9) Chinatown
10) Olympic Plaza Cultural District
11) East Village
12) National Music Centre
13) Fort Calgary
14) Music Mile
15) Decidedly Jazz Danceworks
16) New Central Library
17) Arts Commons
18) Calgary Opera
19) Calgary Zoo
20) Potential Event Centre
21) McHugh House

This map is conceptual only. No measurements of distances or areas should be taken from the map.

Support arts and culture experiences for residents and visitors

7.2 Indigenous Elements

"If we lose our words, we lose our songs. If we lose our songs, we will lose everything."
— Herman Many Guns

Area Significance

Moh'kinsstis is a Blackfoot word used to describe the landscape of what is now known as Calgary. The literal meaning of Moh'kinsstis is *elbow* and references the area where the Elbow River meets the Bow River. Moh'kinsstis has been a gathering place for Niitsitapi (the Blackfoot people).

It is the epicenter and beginning of the story of connection to the Creator.

Implementation of these ideas

Incorporating the ideas presented in this section is not mandatory, but is highly encouraged. These ideas could be used in the design of architecture, public art, public spaces, river pathways, interpretive elements and plazas. Community Planning personnel will help facilitate an ongoing dialogue between Applicants and a First Nations Guiding Circle, where Indigenous elements can be discussed to ensure they are appropriately interpreted and implemented.

The following ideas were generated through several meetings with Treaty 7 Nations, including the Blackfoot Confederacy (comprising of the Siksika, Piikani and Kainai First Nations), the Tsuut'ina First Nation, the Îyãħé Nakoda Nations (Bearspaw, Chiniki, and Wesley First Nations), and the Métis Nation of Alberta, Region 3.

1. Tell the story of the significance of this place as Moh'kinsstis, where the two rivers meet. Acknowledge this area as a traditional gathering place for ceremony and diversity. Throughout history, this was a place of gathering for many First Nations. The tradition of diversity continues to this day: this area attracts people from all over the world, and is welcoming for all.

2. Use Indigenous names to identify pathways or streets. Appropriate names may include but are not limited to:

    i. Moh'kinsstis (Blackfoot word for elbow)

    ii. Guts'tist'i (Îyãħé Nakoda word for elbow)

    iii. Otoskwunee (Cree word for elbow)

    iv. Wîčîspa (Îyãħé Nakoda word for Calgary)

    v. Ljathibe Wapta (Îyãħé Nakoda word for Bow River)

    vi. Mini Thni (Îyãħé Nakoda word for water)

3. Use imagery, experiences, design and interpretive elements to illustrate the diversity of Indigenous communities of the Treaty 7 region in Southern Alberta, and how this diversity strengthens our community and city.

4. Incorporate the Blackfoot winter counts (pictorial calendars) through images within murals and design and interpretive elements in the Plan Area. Appropriate spaces for winter counts within the Plan Area may include plazas and gathering areas.

5. Tell the story of the three brothers. Long ago, Indigenous brothers from the Calgary area became stranded in North Dakota during a very cold winter. They survived with the help of local Indigenous peoples who provided shelters built in the ground along the river or along hillsides. Animals would be kept within the shelter to generate heat. Explore opportunities to provide winter heating shelters along the river pathway and provide design and interpretive elements to tell this story.

6. Values and morals need to be passed down to youth. Therefore, it is important that the area provides opportunities for Indigenous youth to connect to their roots by offering spaces where traditional ceremonies , language learning and connecting with Elders can occur. Support the development of an Indigenous Gathering Place in or in close proximity to the Plan Area.

7. The river provides an abundance of resources and needs to be respected and acknowledged for its spiritual and traditional purpose. The following elements should be used in the design of infrastructure along the river:

a. Plant Saskatoon berries and chokecherries along the river, and tell the story of how the river was used for healing, ceremony and attracting herds of buffalo.

b. Respect the river and water as a highly spiritual place. Water is life and is used in ceremony.

c. Use of wildlife imagery, such as:

   i. Buffalo, particularly along the river where they would have grazed on berries.

   ii. Beavers, a sacred animal. The way a beaver would build its lodge was analyzed to help predict the severity of an approaching winter.

8. Tell the stories of natural streams of the Plan Area through typical rocks found in site streams. Many Treaty 7 First Nations ceremonies require natural water and rock.

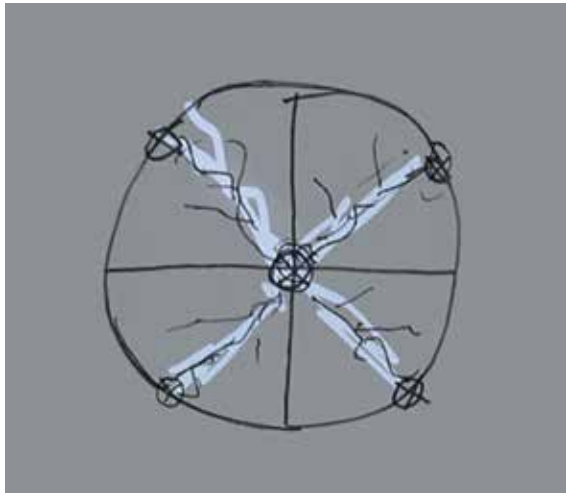
9. Show the spirit of the tipi as a story of the Blackfoot tribe life. The spirit of the tipi has several stories that are showcased in its design. The tipi has three layers: the top tells the stories of the cosmos and the universe, the middle is associated with symbols of animals and the bottom is associated with mountains, foothills, land and landscapes, and water. Apuni is the dream symbol on the back of tipis. On the flaps of tipis are usually designs of stories related to the Big Dipper and the Pleiades, the story of the lost children. Explore opportunities to integrate the spirit of the tipi in design and interpretative elements, and landmarks, across the Plan Area.

10. Reflect the spirit of the local ecology through the use of site-typical plants and trees. Humans have been gifted by plants, rocks, animals, birds, water and soil for spiritual and medicinal purposes. Treaty 7 Nations are still practitioners of this way of life.

11. Through the design of buildings or as stand-alone structures in the community, show examples of the communications towers once built by the Îyãħé Nakoda, used to communicate across the territory.

12. The Métis used a network of trading trails throughout the area connecting to Fort Calgary. Explore opportunities to incorporate landmarks in the Plan Area to identify that those trails once existed.

13. Acknowledge the importance of the covered wagons used by the Métis on the fur trading trails.



Credit: Marina Crane

This image shows a medicine wheel plaza. The arbour is the outer circumference of the circle, lined with women and matriarchs. It is always where people are. The Tree of Life is in the centre.

The plaza design shows how we are all related. It acknowledges our grandmothers and grandfathers, whose ashes lie in the ground, and it acknowledges the future as we recognize the reciprocal relationship between people and land.

This image shows two metal warrior sculptures. It is an example of an appropriate Indigenous sculpture that could be incorporated in the East Beltline area. Located at each of the four entrances into a Blackfoot Reservation, they serve to welcome visitors. The metal warriors are made in the Indigenous tradition of making use of things that are available within the natural environment.

8

Infrastructure and Environment

Objectives

- Ensure that development is aligned with city-wide growth management objectives.
- Improve the quality and reduce the quantity of surface runoff into the Elbow River.
- Build flood resilience.
- Take measures to adapt to climate change and support further deployment of renewable and low carbon energy.

8.1 Water Treatment & Supply

As part of the Rivers District Community Revitalization Plan, significant public investment may be made in East Beltline.

Policies

1. If population projections or development intensity envisioned by the Plan are altered through land use redesignation, a sanitary study may be required to determine adequate servicing requirements, and developments may be required to provide upgrades to existing infrastructure.

8.2 Stormwater Management

Updated targets for stormwater release rates and volume control have been developed for the Bow River watershed. In addition to the stormwater management policies, development needs to consider the requirements for flood prone areas as outlined in the Land Use Bylaw.

Policies

1. The riverfront area located along the Elbow River should be maintained to encourage biodiversity and help manage stormwater runoff.

8.2.1 Flood Hazard Areas

Parts of East Beltline are located in both the overland flow and flood fringe flood hazard areas. Developments located within flood hazard areas or where there is potential for high groundwater will be subject to municipal requirements for flood proofing, setbacks and building design. Flood resilience must be addressed as per the Land Use Bylaw Part 3 Division 3, the Environmental Reserve Setback Policy, Riparian Action Program, and Climate Resilience Strategy and Adaptation Action Plan.

Flood resilient communities should plan in advance for potential future floods that could affect the safety and well-being of the public. Streets and development should be designed to mitigate future flood impacts.

Policies

1. Development should consider the requirements for flood prone areas as outlined in the Land Use Bylaw.

2. Where grade separation is required to address potential flood hazards, developments should consider incorporating building setbacks at ground level to accommodate accessible ramps, stairs and/or tiered landscaping that are better integrated with the sidewalk.

8.3 Environmental Management

Policies in this section are in place to reduce the environmental impact of future development. A district energy plant is located in East Village. It generates both heat and power in a combined facility more efficiently than conventional approaches and has the potential to expand and extend its service to more of the Centre City. These opportunities should be further explored and supported where they can demonstrate environmental (e.g., greenhouse gas reduction) and economic benefits.

8.3.1 District energy

To expand on the District Energy network throughout East Beltline, coordination between the City and Enmax is required. As the design and investment in infrastructure take shape in the Plan Area, the following coordination is required.

Policies

1. A utility line assignment for the District Energy pipes should be provided throughout the Plan Area.

2. Streets should be designed to incorporate underground District Energy infrastructure.

9 Implementation

9.1 Authority of the Plan

The ARP is an ambitious long-term plan. Influences on new development in mixed-use areas can experience significant change due to shifting markets and circumstances, and there may be emerging development forms that were not anticipated by this Plan. As a result, the Development Authority may use discretion in approving developments that do not meet a specific policy, provided the new development can demonstrate it meets the objectives and intent of the Plan, is well aligned with the objectives identified in the Plan and is in accordance with Section 9.1.3: Policy Interpretation.

An ARP is a statutory document, adopted by bylaw by City Council in accordance with Section 634 of the MGA. The ARP sets comprehensive long-term policies to guide local redevelopment within a defined area. The Plan may also identify implementation work that needs to be undertaken to realize the policies.

9.1.1 Interpretation of the Map Boundaries

Unless otherwise specified in this ARP, the boundaries or locations of any symbols or areas shown on a map are intended to be conceptual only, not absolute, and will be interpreted as such. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined and/or confirmed by The City at the time of application. No measurements of distances or areas should be taken from the maps in this ARP.

9.1.2 Illustration and Photo Interpretation

All illustrations and photos are intended to illustrate concepts included in the ARP and are not an exact representation of any actual intended development. They are included solely as examples of what might occur after implementation of the ARP's policies and guidelines.

9.1.3 Policy Interpretation

The Plan uses language that is both general and specific. Where general direction is given, flexibility should be used in the interpretation of the policy. Where specific language is used, it is meant to give clear and unambiguous direction to both the Development Authority and the applicant.

Where an outcome statement or objective accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the policy. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

Policies that use the word "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of the Development Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Development Authority with regards to design and performance standards, and should support the policy intent.

Policies that use the words "shall," "will," "must" or "require" apply to all situations without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

9.1.4 Plan Limitations

Policies and guidelines in this ARP are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose, as detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for land use amendment, subdivision or development permit.

9.1.5 Amendments to the Plan

The Plan is intended to have the flexibility to support innovative ideas, respond to prevailing market conditions and reflect community aspirations. As a statutory document, any changes to the policies require an amendment to the ARP. Minor variances may be considered by Council or the Development Authority, without requiring an amendment to the ARP, provided that the intent of the policy is met. Major amendments, however, will require an amendment to the ARP.

9.1.6 Implementation of the Plan

Where the policies within the Guidebook and this policy plan are different, the difference is intentional and not an inconsistency, because policy has been tailored to the East Beltline area. Where there is an absence of a specific policy within this policy plan, the Guidebook prevails.

9.1.7 Coordination with the Rivers District

As stewards for the Rivers District Community Revitalization Plan, CMLC will continue to work with the City of Calgary and applicants to implement the Plan for East Beltline. This will include: development applications, streetscape improvements, public realm improvements and infrastructure.

9.2 Development of the Plan

The development of the culture and entertainment district is an exciting and ambitious plan. As this is a long-term plan for the area, it should be recognized that development will occur through an ever-changing cycle of market conditions. This ARP was created through the vision established in the Rivers District Master Plan, and should be read in conjunction with it.

10

Appendix

A Appendix: References

Section	Applicable documents and policies
Section 2: Community Framework	▪ Access Design Standards ▪ Centre City Guidebook ▪ City of Calgary Community Profiles ▪ Municipal Development Plan ▪ Social Outlook 2011–2016 ▪ Statistics Canada 2016
Section 3: Land Use	▪ Centre City Guidebook ▪ Centre City Plan ▪ Development Next to Freight Rail Corridors Policy ▪ Municipal Development Plan ▪ Planning Principles for the Location of Care Facilities and Shelters ▪ Rivers District Master Plan
Section 4: Urban Design	▪ Access Design Standards ▪ Bird-Friendly Urban Design Guidelines ▪ Centre City Guidebook ▪ Centre City Illumination Guidelines ▪ Centre City Plan ▪ Centre City Urban Design Guidelines ▪ Municipal Development Plan ▪ Rivers District Master Plan ▪ Stampede Park Concept Plan ▪ Standards and Guidelines for the Conservation of Historic Places in Canada
Section 5: Parks & Open Spaces	▪ Bird-Friendly Design Guidelines ▪ Centre City Guidebook ▪ Municipal Development Plan ▪ Rivers District Master Plan

Section	Applicable documents and policies
Section 6: Mobility	▪ Access Design Standards ▪ A Parking Policy Framework for Calgary ▪ Calgary Transportation Plan ▪ Centre City Guidebook ▪ Centre City Mobility Plan ▪ Centre City Urban Design Guidelines ▪ Cycling Strategy ▪ Municipal Development Plan ▪ Rivers District Master Plan ▪ Step Forward (Pedestrian Strategy)
Section 7: Arts & Culture	▪ Arts Development Strategy for Calgary (Live a Creative Life) ▪ Centre City Guidebook ▪ Centre City Plan ▪ Municipal Development Plan ▪ Rivers District Master Plan
Section 8: Infrastructure and Environment	▪ Centre City Guidebook ▪ Climate Resilience Strategy ▪ Environmental Reserve Setback Policy ▪ Land Use Bylaw, Part 3, Division 3 ▪ Municipal Development Plan ▪ Riparian Strategy ▪ Rivers District Master Plan